



ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1990

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- Navy artist
 - Malta mission
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An SH-2F *Seasprite* helicopter of Helicopter Anti-Submarine Squadron, Light 31 hoists a man from the deck of USS *Jouett* (CG 29) during an exercise off the Southern California coast. Photo by PH1 Gordon Wilcox.

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Front cover: High seas and stormy weather make the safety line a must aboard ship. Artist John Charles Roach captures scenes of naval life in his sketches and paintings. See story, Page 24. Art by John Charles Roach.

Back cover: President George Bush is greeted aboard USS *Belknap* (CG 26) by VADM J.D. Williams, Commander, 6th Fleet. *Belknap* was President Bush's temporary home during the seaborne pre-summit with Soviet Chairman Mikhail Gorbachev. See story, Page 4. Photo by JO1 Kip Burke.

News You Can Use

Panama lengthens tours, sea duty credit

With conditions in Panama returning to normal, travel restrictions have been eased. That also means personnel reporting for Type III sea duty after June 1 will serve tour lengths that were in effect before March 1988.

Personnel reporting after June 1 will serve 36-month tours if accompanied and 24-months unaccompanied (24/18 for those stationed at Galeta Island). Members subject to shorter tour lengths imposed after June 1 will retain their current projected rotation date unless they request a voluntary extension of their tour length.

Travel to Panama has been approved for military personnel returning to duty from the United States, as well as Department of Defense civilians, Panama Canal Commission employees and teachers of DoD dependents' schools. Students on annual visits to sponsors, family dependents on environmental and morale leave or vacation whose sponsor is assigned

in Panama, and family members of service members who extend their tours will also be permitted to travel back to Panama.

Active-duty members who are departing Panama as a result of the Dependent Downdraw Plan, designed to limit the number of families in Panama, will receive full sea duty credit for assigned tours (30 months minimum) as prescribed by their sea/shore or Continental/Outside United States requirements.

This full-tour credit applies only to Navy rotation pattern requirements and does not impact on joint tour requirements. In these cases, members will receive credit for the actual time served in a joint billet.

Members subject to the Downdraw Plan who are still in Panama may either leave at their scheduled projected rotation date or request an extension. Unaccompanied personnel may request to bring their families to Panama at that time and convert to the new accompanied tour lengths. □

PCS Information

Mortgage and relocation assistance

A Navy initiative provides mortgage and relocation assistance to transferring sailors. It allows local and national realtors to place relocation information in all Navy Housing Referral Offices.

Many of the participating realtors have developed programs granting military personnel discounts on different facets of mortgage service. Some of the services offered by realtors to transferring members include pre-qualification for mortgages, discounts on loan origination fees and rental assistance.

HRO staff will not refer service members to or steer them away from any specific realtor. Transferring personnel must review the realtor information available in the HRO and decide for themselves.

Before transferring, check with your local HRO. The information you receive may save you time and trouble during your move. □

Leader's guide

The 1990 Navy Leader Planning Guide is now in the supply system and has been sent to certain commands by a modified Standard Navy Distribution List. They can also be ordered directly by your command.

The guide, originally titled "The Division Officer's Planning Guide," was designed to remind division officers of important dates and information through its calendar format. As a result of fleet suggestions, the title and focus have changed to provide a personal time management tool that addresses the needs of all leaders. □

VHA based on dependents' location

Some personnel can receive a Variable Housing Allowance based on location of their family members, rather than their permanent duty station. This program is described in SecNavInst 7220.82.

The key to this program is that military necessity, not personal choice or circumstance, causes the member to reside away from family members, making a daily commute between home and work impractical.

Commanding officers may approve a request for VHA based on a family's location if the service member meets one or more of these criteria:

- If a member is stationed in an area designated as a "critical housing" area (see NavOp 101/89).
- If a member is stationed at a unit designated as "unusually arduous sea duty" (see SecNavInst 4650.19B).
- If a member is stationed on board a ship entering overhaul involving a home port change, but family members are not relocated under the homeport change orders.
- If a member is of a crew on a vessel under construction when conditions at the building site make it necessary for family members to live separately.
- If a member is issued a change of home port or duty station and the family members relocate to that location prior to the Navy's announcement of the move.

- If a member is on indeterminate temporary duty or temporary duty pending further orders.

The following reasons are *not* considered justification to receive VHA based on family members' location:

- Member wants to maintain continuity in his or her children's education.
- Member wants to sell or has sold a house.
- Member is on a waiting list for government housing.
- Member's spouse will lose his or her job.
- Member wants to retire in an area other than the current duty station.
- Member will lose money by relocating family.
- Member claims the Navy will lose money by relocating family members.
- Member or family member needs special medical treatment that's available at both the old and the new duty stations.

On a case-by-case basis, the Director, Naval Military Personnel Command (NMPC-46) can approve VHA based on a family's location when such cases fall outside of the established approval criteria and don't depend on one of the disqualifying reasons listed above. Send all requests to Procedures Branch (NMPC-461) by letter via your command and explain the circumstances. ☐

Pullover sweater optional Navy wear

The Navy blue pullover wool sweater with fabric epaulets, shoulder and elbow patches has been approved for wear by all Navy personnel. The sweater is an optional uniform item and may be worn with winter blue, winter working blue, summer khaki, working khaki or dungaree uniforms when authorized by the area command or CO aboard ship.

The sweater is authorized for wear aboard ship, on base or station and direct point-to-point transit between home and place of duty. This sweater is not

authorized for wear off base in public places.

Officers must wear soft shoulder boards on sweater epaulets; enlisted (E-1 through E-9) wear no insignia on the sweater.

Shirt collars must be worn outside the sweater and a Velcro backed, leather name tag (2 x 4 inches) embossed with rank/rate and name is required. An earned warfare insignia may be embossed above the individual's name. Other insignia or pin-on devices are not authorized. ☐

Mission in Malta

Belknap plays host to President Bush for pre-summit meeting.

Story and photos by JO1 Kip Burke

For a few days in December, the attention of the world was focused on two ships anchored in a bay at Malta, an island nation in the Mediterranean Sea. The U.S. 6th Fleet flagship USS *Belknap* (CG 26) and the Soviet guided missile cruiser *Slava* supported the superpower meeting of President George Bush and Soviet Chairman Mikhail Gorbachev — and did so in the face of a Mediterranean winter storm that lashed the ships.

Both sides said it wasn't a summit, just a low-key meeting prior to a proposed April summit. The seagoing locale seemed to be custom-made for a relaxed, no-agenda meeting reflecting the improved state of U.S.-Soviet relations. There was nothing low key, however, about the preparations made by the crew of *Belknap's* 6th Fleet staff.

Belknap had just come out of a two-month yard period, and, although in tip-top material condition, needed scrubbing, painting and attention to small details to become the proper place for a meeting of world leaders. Every department and work center took some role in the preparations. *Belknap's* deck force took care of the outside of the ship.

"We painted the whole ship — from the signal bridge to the waterline," said Boatswain's Mate 2nd Class Jack Barker. "All the haze gray, plus all the white trim and the deck — everything."

Almost every interior passageway



on the ship received a coat of paint, too, and every deck was stripped and waxed. Areas that the President would frequent were given special care. Boatswain's mates prepared a fancywork awning that would decorate the ceremonial quarterdeck through which the President and high officials would pass.

Under the supervision of White House advance man Steven Broadbent, a Naval Reserve lieutenant commander, two flag office spaces were cleared for use by the President's staff members. The President, of course, would occupy the admiral's stateroom, and Secretary of State James A. Baker III would use the chief of staff's cabin. The special

President Bush gets a personal escort to *Belknap* where he stayed during pre-summit talks.

guests required the services of several teams of military specialists.

A joint-service White House communications team came aboard to install and wire extra phones to keep White House staff members in touch with each other and the world while aboard.

Divers from Explosive Ordnance Disposal Detachment Sigonella, Sicily, augmented by members of EOD Mobile Team 2, Little Creek, Va., were assigned to search *Belknap's* hull and the floor of the bay for explosive devices. They also



Top: Soviet luxury liner *Maxim Gorky* awaits the arrival of President Bush and his entourage for pre-summit talks. **Right:** Crew members of *Belknap* salute President Bush as he is piped aboard.

searched the bottom of any tug or barge that came alongside the ship, and searched any compartments the President would occupy for possible bombs.

The Marines were part of the support group, too. Marine Air Control Group Detachment, part of the 24th Marine Expeditionary Unit deployed to the Mediterranean, was on hand to provide surface-to-air protection for the President with *Stinger* missiles.

A Marine Rigid Raider small boat unit, part of 24th MEU deployed aboard USS *Trenton* (LPD 14), supplemented Maltese patrol boats in picket duties, keeping unauthorized small craft away from the two warships.

Belknap's chaplain, LT David M. Schwabauer, was preparing a church service that the President would attend on Sunday, Dec. 3.



"I'm trying to keep my mind off the fact that the President of the nation is there," he said. "I'm hoping I can keep my eyes on God and keep this all in perspective."

A line of sideboys practiced their presidential arrival honors over and over, with a visiting Marine officer's pointers putting a crisp edge on their performance.

The crew of the admiral's barge put the finishing touches on their boat, knowing that it would carry the President and other high-ranking dignitaries.

In the wardroom and the flag mess, preparations for feeding the important guests were in high gear. Navy mess specialists from the White House staff manned the galleys, and

Mission in Malta

"We now stand at the threshold of a brand-new era of U.S.-Soviet relations."

crates of White House china and silverware were opened and distributed.

For many of the crewmen of *Belknap*, the high point of the Malta trip happened before the President arrived. On Nov. 30, dozens of Soviet sailors visited *Belknap*, meeting their U.S. counterparts who had missed out on the visit to Sevastopol in the Soviet Union the previous summer. Before, during and after lunch, a continuous swap meet stripped the American sailors of ball caps and souvenir cigarette lighters — and the Soviets of uniform hats and badges. Conversations leaned toward shipboard life and away from politics.

Belknap crew members toured *Slava* at the same time, meeting Soviet officers, comparing notes and coming back with bags of mementos.

A 6th Fleet contingent, led by VADM J.D. Williams, Commander 6th Fleet, toured *Slava* and dined in the Soviet admiral's wardroom with their counterparts led by VADM V.Y. Selivanov, Chief of Staff of the Black Sea Fleet.

Both admirals toasted the dramatic changes in the world that had brought them together and agreed that they should do this more often.

The President and his entourage arrived on Dec. 1 after a visit to USS *Forrestal* (CV 59). The arrival honors proceeded flawlessly and President Bush stopped to put on a *Belknap* ballcap and shake hands with a number of *Belknap* sailors.

"There was a line of chiefs at attention and the President stopped, shook our hands and said, 'How's it going, Chief?'" said Chief Yeoman Manuel Guerra.

Later that evening, the Commander-in-Chief walked around the ship meeting sailors and later went fishing

off the fantail. Results of the fishing expedition were not announced, but *Belknap* sailors all over the ship enjoyed the chance to meet the President, shake his hand or get a photo taken with him.

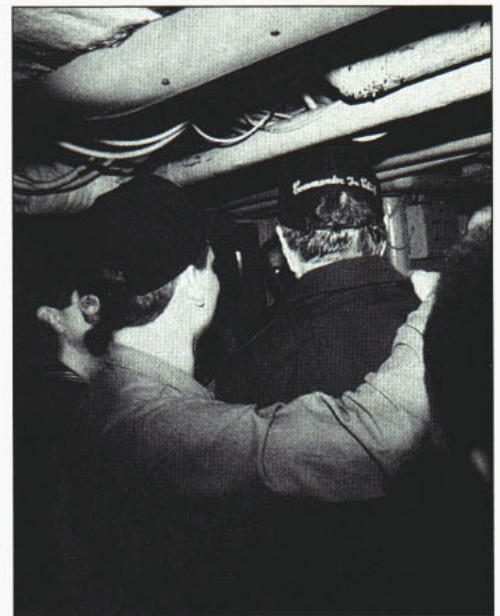
That night it didn't look like anything could stand in the way of a successful superpower meeting aboard the two ships. However, the next morning, the weather reminded everybody that there was another superpower with whom they must reckon.

Overnight, northeast winds had picked up to 36 knots with gusts to 42, and both ships dragged their stern anchors. Bow anchors held, though, and *Belknap* and *Slava* maintained their 400-yard separation.

The admiral's barge crew, after making test runs, determined that the weather and *Slava's* small accommodation ladder made safe transfer nearly impossible. The Soviets had apparently come to the same conclusion, and both sides agreed to meet aboard the Soviet luxury liner *Maxim Gorky* where Gorbachev had been staying.

The leaders met for about five hours aboard *Gorky*, and during the meeting the weather deteriorated badly. Winds increased to 45 knots with gusts to 54, and the CO of *Belknap* ordered that the stern anchor be released and the ship steam toward the bow anchor to release the strain.

Returning from *Gorky* in high winds, heavy seas and intermittent rain made the 1,000-yard trip into what White House spokesman Marlin Fitzwater called "an exciting afternoon's sail." In an amazing feat of seamanship, the boat crew returned the President, the Secretary of State and a score of aides and Secret Serv-



USS *Belknap* sailor puts a welcoming arm around the shoulder of the President, who met many crewmen during his visit.

ice agents safely to *Belknap*.

The President spent the rest of the afternoon on *Belknap's* bridge, observing the weather. A planned afternoon meeting and state dinner with Gorbachev aboard *Belknap* was clearly out of the question — nobody was going anywhere in weather like that.

Instead, the President had a quiet dinner with his closest advisers in the flag mess. But after dinner, the President wanted to meet more of *Belknap's* crew and express his thanks to them for their efforts.

As he toured the ship, a current of excitement passed through the crew. Although some had been disappointed that the weather had kept Gorbachev from visiting *Belknap*, President Bush more than made up for it, they said, by shaking hands and having his picture taken with dozens of crew members.

At one point, the President appeared beside a sailor standing the anchor chain watch on the bow and thanked him — a gesture truly appre-



ciated in the 50-knot wind and rain.

Belknap's support continued, of course, long after the President and his party had retired to sleep that night.

Engineering watches manned the boilers and engines as the ship steamed in place against the storm.

Anchor watches from the deck department faced the storm all night, reporting strain on the anchor chain and how the anchor was tending to the bridge as often as every minute.

The weather had improved dramatically by Sunday morning, and the President and his staff joined *Belknap* crew members in morning worship services. A ten-man gospel choir sang and Chaplain Schwabauer gave a sermon on "Abraham, the Altar Builder."

After church, the admiral's boat crew made an uneventful trip delivering the presidential party to *Gorky* for the final meeting. After an unprecedented joint press conference, President Bush, Chairman Gorbachev and their respective ships went their separate ways, but, as Bush put it, with one great difference.



"We now stand," he said, "at the threshold of a brand-new era of U.S.-Soviet relations." □

Burke is assigned to the 6th Fleet Public Affairs Office.

Top: U.S. and Soviet sailors swap memorabilia aboard USS *Belknap*. Above: Top-level meeting is held aboard *Belknap* prior to pre-summit talks.

Shipboard meeting

First superpower meeting was Atlantic Conference of 1941.

Story by John Reilly

The plan for the Malta meeting — until King Neptune stirred up some nasty weather — called for U.S. President George Bush and Soviet Chairman Mikhail Gorbachev to take turns meeting on board USS *Belknap* (CG 26) and the Soviet guided missile cruiser *Slava*. The idea of a meeting at sea is certainly unusual, but not altogether unknown. A previous meeting between world leaders also took place on board naval ships, and became a landmark in the history of our own century.

By August 1941, World War II was nearly two years old. War was brewing in the Far East, where China and Japan had been at each others' throats for more than four years. Hitler had conquered Europe from Greece to the Atlantic and was driving deep into Russia. Britain was holding the line, but with difficulty. Submarine wolf packs were hard at work in the Atlantic; by mid-1941 more than five and a half million tons of British shipping had gone down.

Most Americans wanted nothing to do with war, but were slowly coming to realize the danger that would be posed if England fell. President Franklin Delano Roosevelt — or, as he was universally called, FDR — was working hard to provide all possible help "short of war." The Lend-Lease Act, passed by Congress in March 1941, allowed the President to furnish goods and services to nations whose defense he thought vital to the

protection of the United States. In April, thinking that Hitler might attempt to establish a North Atlantic beachhead on Greenland, FDR declared that Danish island under U.S. protection. By July, the situation had become more serious and FDR sent American troops to defend Iceland.

By this time the U.S. Navy was assigned the task of keeping Axis

Secrecy and security could be obtained by meeting... afloat.

warships out of the Western Hemisphere. On May 27, 1941, FDR proclaimed a state of national emergency and told Americans that "war is approaching the brink of the Western Hemisphere itself. It is coming very close to home.... Old-fashioned common sense calls for ... a strategy which will prevent ... an enemy from gaining a foothold...."

Matters had reached a turn that made top-level discussion essential. FDR and Churchill needed to meet, but this had to be done in complete secrecy. How to do this? Secrecy and security could best be obtained by meeting, not exactly at sea, but afloat. Churchill sailed from England

on board the new battleship *Prince of Wales*, heading across the Atlantic for Newfoundland.

FDR took a roundabout route to Newfoundland, employing a dodge that he probably thoroughly enjoyed. At New London, Conn., he boarded the Presidential yacht *Potomac* for what was billed as a recreational cruise in New England waters. Off Martha's Vineyard *Potomac* rendezvoused with the cruisers USS *Augusta* (CA 31) and USS *Tuscaloosa* (CA 37) and their destroyer screen. FDR boarded *Augusta* and headed north. *Potomac* made a conspicuous display of herself along the coast as sailors, dressed to resemble Roosevelt and his staff, waved from a distance to onlookers. Secrecy was so tight that, for several days, even the head of the Secret Service did not know just where the President was.

Placentia Bay is a wide body of water on the southern coast of Newfoundland, just off Argentia. Here, the British and American squadrons dropped anchor and, on Aug. 9, 1941, talks began between the two leaders and their political and military staffs.

The meeting began on a humorous note. As a young man, FDR had been crippled by polio. While he could walk to some extent, he could not climb ships' ladders. In order to meet with Churchill aboard the British battleship, FDR had to complete a unique crossdeck. A small-boat transfer was out of the question, so he



A political cartoon from 1941 depicts Hitler and Mussolini's view of the Atlantic Conference.

verse the high seas and oceans without hindrance."

Finally, aggressor nations would be disarmed until a general system of international security could be worked out. In little more than a month after the Atlantic Conference, 15 anti-Axis nations, countries opposed to Germany and Japan, had endorsed this statement of war aims.

Like so many other good intentions, the principles set forth in the Charter were gradually mutilated by events. Much of the postwar settlement had little to do with anyone's "freely expressed wishes." Still, it cannot be denied that the Atlantic Charter was a powerful expression of the hopes and aspirations of many of the world's peoples.

Renowned maritime historian Samuel Eliot Morison has noted that "if Mr. Churchill expected to commit the United States to war, he was unsuccessful. But Mr. Roosevelt succeeded in committing the Prime Minister to a policy which would commend itself to American ways of thinking, satisfy the doubters of British sincerity, and quiet those who were asking, 'What are we going to fight for?'"

In less than four months after the Atlantic Conference, *Prince of Wales* lay on the bottom of the ocean off the coast of what is now Malaysia, sunk by Japanese planes in the first grim days of naval war in the Pacific. *Augusta* went on to support the D-Day landings in Normandy, was mothballed after V-J Day and went to the scrappers in 1959. A small brass plaque on a plain oval table in the Naval Historical Center, Washington, D.C., notes: "On this table the Atlantic Charter was signed by Franklin Delano Roosevelt ... and Winston Churchill...." □

Reilly is the Head of the Ship's Histories Branch, Naval Historical Center, Washington, D.C.

boarded the destroyer USS *McDougal* (DD 358), whose forecabin matched the height of *Augusta's* main deck and *Prince of Wales'* fantail. FDR crossed two U.S. Navy ships to reach the British ship.

During this presidential transfer the American destroyer came alongside the British battleship, where a lone man in naval dress was standing. A chief boatswain's mate on *McDougal's* forecabin called out, "Hey! Will you take a line?" The lone Englishman called back, "Certainly!" Winston Churchill was busily hauling in the line when some British seamen — their faces probably somewhat red — ran to take the strain.

During the following days, plans for British-American cooperation were worked out and arrangements discussed at earlier staff meetings were confirmed. The actual "beef" of the Atlantic Conference, as this meeting soon came to be called, was primarily technical. The U.S. Navy would escort North Atlantic convoys to and from a meeting point south of Iceland. American and British staffs

became better acquainted, strengthening a relationship that would soon be put to the sternest test.

What is, perhaps, the best-known product of the days of discussion on board *Augusta* and *Prince of Wales* was not a treaty or a legal document, but simply a statement of intentions. On Aug. 14, 1941, Roosevelt and Churchill issued a declaration of principles that would soon be known as the Atlantic Charter. They pledged themselves not to seek "aggrandizement, territorial or other," or territorial changes that did not fit the "freely expressed wishes of the people concerned," and promised to "respect the right of all peoples to choose the form of government under which they will live."

Once the war was over, all nations were to have equal access to trade and raw materials for their economic prosperity, and would cooperate in securing better labor standards and social security for all peoples. The peace to be worked for would guarantee safety from aggression for all nations, and "enable all men to tra-

Fleet trains dockside

Story by ENS Kimberly Fuller

Fleet sailors are getting a taste of tomorrow's technology today in Norfolk and San Diego, thanks to a pier-side refresher program that has an individualized computer-assisted approach.

Once sailors try the video-game trainer, they're hooked on learning.

The Navy is testing the latest prototype in mobile pierside, multimedia refresher training at the Norfolk and San Diego naval stations.

Norfolk and San Diego each have a 30-foot-long, specially-designed trailer, known as the Mobile Pierside Trainer, with seven work stations designed to provide computer-assisted, interactive video-disk and videotape instruction. MPT programs give sailors an opportunity to orient themselves in the use of on board training packages covering such diverse material as celestial navigation and damage control.

"This is a unique way to bring refresher training to the fleet," said VADM John S. Disher, Chief of Naval Education and Training.

The Mobile Pierside Trainer provides computer-based training to sailors with programs ranging from damage control to reading comprehension.

The admiral said the MPTs should help fleet units reduce some training costs simply because elements of training can be provided pierside without sending personnel to school out of the area for days or weeks at a time.

Operations Specialist 2nd Class Dudley Crosland, a USS *Donald B. Beary* (FF 1085) crewman, reviewed the "Nautical Rules of the Road" program, answering the computer's questions.

The answers were confirmed by the computer within seconds.

Immediate feedback is an important part of computer learning, according to Walter W. Hutchinson, an education specialist with the Naval Education and Training Support Center in Norfolk. "It's a different approach," he said. "It's individualized."

"It's an excellent training tool people don't utilize," said Signalman 2nd Class James Elliott, assigned to a pre-commissioning detachment. Elliott feels that the trainer has a lot to offer signalman. He uses the MPT facilities to test his skills in ship and flag recognition, morse code sent by flashing lights and rules of the nautical road.

The MPTs arrived in Norfolk and San Diego in January 1989. In September the East Coast trainer was moved to Naval Amphibious Base at Little Creek, Va.

But before it was moved, monthly student usage rates increased more than 275 percent, according to Commander, Naval Surface Force, Atlantic figures.

"The significant increase attests not only to the utility of the training available in the MPT, but its acceptance by the fleet once its existence and capabilities are widely known," said a ComNavSurflant spokesman.

San Diego has evaluated many of the trainer's prototype programs and a new "Stability for Ships Operations" program was recently added to the MPT course instruction. Now, the MPT has a computer-based training program covering principles of stability, methods for calculating centers of gravity, measures of stability, and stability and trim calculations.

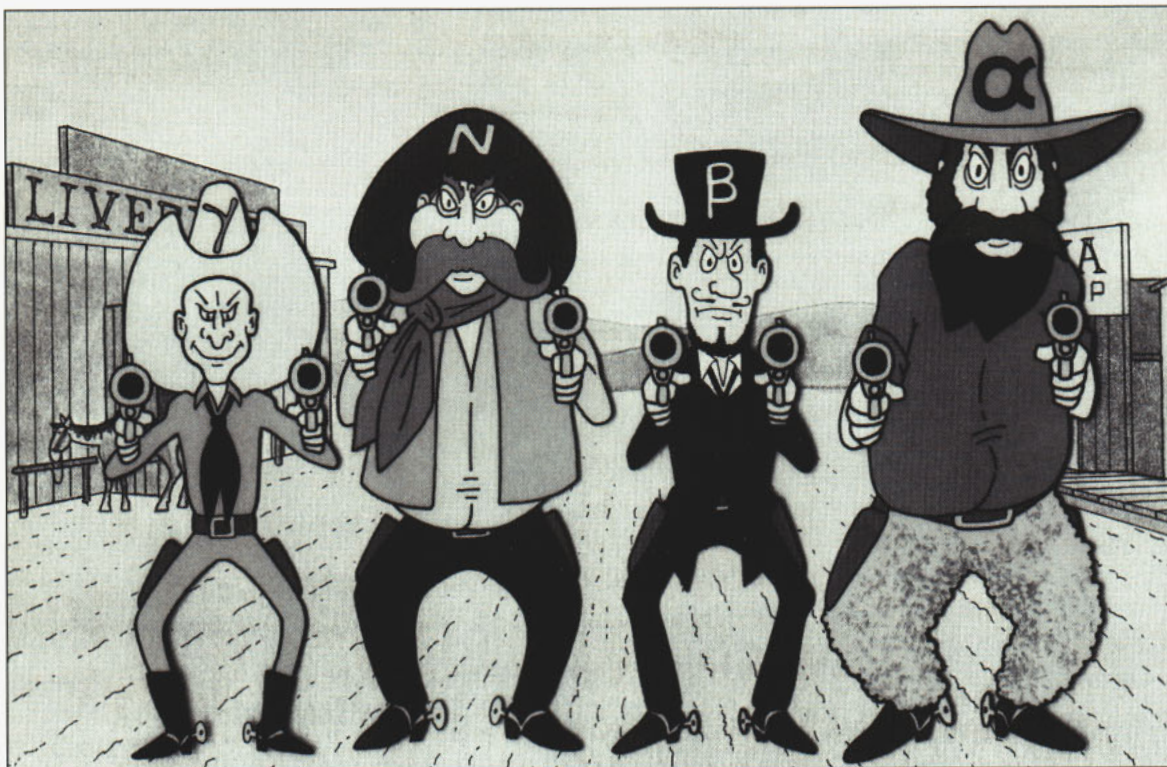
Nowhere else can you get the equivalent of on-the-job training with such a minimum output of energy, said a San Diego based-Naval Education and Training Support Center spokesman.

In addition, ships can benefit from a variety of shipboard training requirements. Shipboard instructors can be trained in the use of the hardware and software, and personnel can become proficient in the use of state-of-the-art instructional technologies. MPTs can contribute to shipboard readiness while simultaneously enhancing the knowledge of service members. □

Fuller is assigned to Naval Education and Training Support Center, Pacific. Other contributors include Al Flanders of Commander, U.S. Training Command, Atlantic and Rod Duren of CNET, Pensacola, Fla.



Photo by PH3 Mark Geil



Nuclear warfare videos

Film series to train sailors into next century.

Story by Joan W. Shafer, photos by PH2 Mark Therien

Movies are one of the best ways the Navy has for training personnel. Movies and videos get students' attention in a way other media doesn't.

A government-made film usually takes from one to two years to complete, but the finished product makes a great training tool and is well worth the hard work devoted to the cause.

CDR John Tromba found out what went into making films when he took over as the Awareness and Training Division Director for the Theater Nuclear Warfare Program Office in Washington, D.C.

"People's knowledge in a given area can be either shaped or limited by a training film they've seen," said Tromba. "They remember what they see. That's why films are so important."

The purpose of the films Tromba helped produce is to keep fleet sailors informed about what might happen in the event of a nuclear war. Of course, everyone hopes to avoid this at all costs, but sailors need to know the facts.

Cryptologic Technician (Administrative) 3rd Class Doug Lindsey related that he and his fellow sailors started to wonder what they would do in a nuclear incident after the Chernobyl nuclear reactor accident in the Soviet Union. At the time, he was stationed on an island.

"We talked about what would happen if our island was attacked during a nuclear incident," Lindsey said. "We wondered where we'd go and what we'd do. We could have used some training in that area."

"We did train for earthquakes, and we also used to train for tidal waves," he continued, "but no training was ever done on a nuclear attack."

The movies will help to fill this training gap. Literally thousands of Navy people will see the series of films produced under the direction of the Theater Nuclear Warfare Awareness and Training Division. Scheduled for completion this spring, copies will be sent to most aircraft squadrons, ships, Marine Corps units and to all Naval Reserve training centers.

Lindsey believes these movies will be a good training tool. "A lot of naval publications are too technical or boring," he said.

Michael J. Ercole, a civilian education specialist who also serves as a master chief cryptology technician in the Naval Reserve, explains that these movies are a direct result of the Theater Nuclear Warfare Naval Training Plan.

The NTP, signed in 1984, authorized production of a series of 11 videotaped lectures or movies on Theater Nuclear Warfare.

The movies deal with subjects such as nuclear blasts, thermal effects, radiation, blackout, blueout, electromagnetic pulse, flashblindness, transient radiation effects on electronics and base surge.

Keeping the subject matter in the movies unclassified was an important consideration.

"The material is all derived from unclassified sources," said Ercole. "Even if you put all the information together it would not necessarily constitute classification because certain facts are purposely excluded."

In his capacity as an educational expert, Ercole was responsible for sending out the first three theater nuclear training films to the fleet.

"The CNO mandated that all hands view the movies," he said. "We received feedback cards from commands. They found the movies informative." Those first three movies were "Nuclear Warfare At Sea," "Nuclear Weapons Effects at Sea" and "Nuclear Defense At Sea."

Although films make great training tools, CDR Tromba encountered a few problems in the film-making process.

"One problem is the technical language [used in film making]," Tromba said. "There's no school for that type of language, there's no standard within the video industry itself. I'd call three different people about something and all would give me the same answer. I didn't even realize it because of the vocabulary involved."

Tromba said that, for example, if you go on location to film and get five tapes full of video production footage, depending on the person you talk to, these films can be called "pre-production," "pre-camera" or "out-takes."

Fortunately, Tromba had lots of help. The Naval Imaging Command, Washington, D.C., helped to find writers, directors, actors and narrators.

Tromba served as technical adviser, working as producer and overseeing the entire operation from scripting to the actual production of the film.

Each script went through a couple of rewrites before completion. Field experts, engineers and others reviewed script drafts for accuracy. This was especially important for a subject as technical as Theater Nuclear Warfare.

"The average naval officer is conditioned to the written



word. He writes reports, he reads reports," said Tromba. "But in a movie script, on the same page, a column on the left side tells what's visually happening on the screen, and the right side deals with either the actor's dialogue or the narrator's monologue. I had to not only help write the basic script, but also had to visualize what was happening on the screen and what the camera was doing."

With the completed script in hand, filming began. Using as much existing film footage as possible saved money. In some cases, when new footage was needed, animation was less expensive than using live actors.

"Animation allowed us to show a very rapid, complex subject in a simplified or slowed-down way," Tromba explained. "But, we needed to make sure that the subject didn't come across as unintentionally amusing."

A group of animated characters created for the films series by Animation Arts Associates in Conshohocken, Pa., showed nuclear weapons effects in an innovative way, such as gamma rays and neutrons.

Animation Arts was able to save the Navy a lot of money by generating some of the animation with computers. Ron Herman, an artist for Animation Arts, used modern computer graphics technology to repeat images he drew in order to save time and man-hours. After photographing each drawing onto pieces of acetate in frames, Kathy Delvalle "opaqued" or painted each cell by hand. This process consumed a lot of time because one second of movie time requires 24 individual acetate cells. Despite that, the price of making the film series compares favor-



Preceding page: Brooke Steytler photographs individual "cells" or frames for a cartoon. Left: Kathy Delvalle opaques a "fearsome four-some" cell. Below: Harry E. Ziegler Jr. (foreground) and Michael Levanios Jr. edit final animation footage.



dated uniform or suit limits the credibility of a movie, even though the information is still applicable.

"Someone will sit there in the audience and see an outdated outfit," Tromba said, "and figure that the information is so old it can't be right."

This film series on Theater Nuclear Warfare will help train sailors for years to come on the effects of nuclear weapons. □

Shafer is a writer with Theater Nuclear Warfare Program Office.

ably to a major animated motion picture, where producers spend millions of dollars for one film. For these Navy productions, cost was kept in the low thousands of dollars.

When original live, non-animated footage was required, the technical adviser went on location along with the film crew. Animation Arts director, Michael Levanios Jr., found any existing stock Navy footage necessary, arranged for live filming, and generally pulled the entire filming process together. A team pieced the entire film together on film splicing and videotape equipment and in the case of animated characters, watched them come to life on the screen.

Tromba knew that the films for Theater Nuclear Warfare training needed to last for 20 years, so care was taken not to date the films in any way. He pointed out that something as simple as an on-camera narrator in an out-

The movies now available are:

Nuclear Weapons Effects: Introduction to Theater Nuclear Weapons (802974 DN); Blackout (802982 DN); Blast and Shock (802976 DN); Thermal Radiation (802977 DN); Nuclear Radiation (802978 DN).

When these videos are issued, additional copies will be available by contacting one of the following centers:

Atlantic: Naval Education and Training Center Atlantic, W-313 Naval Station, Norfolk, Va. 23511, Autovon: 564-4011.

Pacific: Naval Education and Training Center Pacific, Code 52, San Diego, Calif. 92132, Autovon: 958-5443.

Movies to be issued in late 1990:

Theater Nuclear Weapons and Their Effects: Types of Bursts (802975 DN); EMP (802979 DN); Flashblindness (802980 DN); TREE (802981 DN); Blueout (802983 DN); Base Surge Flash Fallout (802984 DN).

Naval power

A new decade, a changing world, but the U.S. Navy will still be needed in the '90s.

With the pace of change in our world today, it might be easy to forget how important our Navy has been in responding to crises around the globe. The following makes the Navy's role clear, and the importance of that role in the next decade.

One need only pick up a daily newspaper or listen to an evening newscast to quickly realize that in times of world crisis the U.S. Navy is the most often used form of military presence by our national leaders. During the decade of the 1980s, the Navy has been the President's choice no less than 50 times to respond to crises around the globe.

Naval forces are quickly deployable, they can remain in an area indefinitely, off shore or over the horizon, unseen but not forgotten. They do not commit national leaders to a specific course of action the way use of ground forces could. They are self-sufficient, do not depend on the availability of bases in foreign countries or overflight rights and they provide a variety of capabilities. The main strength of the Navy is flexibility — to be where the action is or where tensions are high — on the scene ready to respond when called upon.

A snapshot of Navy activity during just the past four years (see Page 17) vividly illustrates how the long reach of the Navy-Marine Corps team has responded to international and regional crisis with flexible and



Photo by PH2 T. Lally

diverse forces across the world's oceans.

Virtually none of these had anything to do with East-West confrontation. Instead, they dealt with protecting oil shipments headed to the West, rescuing Americans who were under siege, providing assistance to refugees who were fleeing tyranny, punishing terrorists who have killed and maimed, providing regional stability while political change took place, deterring violence and protecting the peace for our friends and allies.

In addition to these traditional missions, the Navy has played a key role in humanitarian assistance and disaster relief, both at home and

Mediterranean Sea... an aerial view of amphibious assault ship USS *Guadalcanal* (LPH 7) off shore from Beirut, Lebanon.

abroad. For example, in the aftermath of the massive oil spill off Valdez, Alaska, 2,600 Navy and Marine Corps personnel provided essential logistic assistance. Amphibious ships — for command and control and berthing of cleanup crews — stayed on station for six months. Oil skimmers, towboats, containment booms, landing craft and communications vans were provided by the Navy.

This same mobility and the self-sufficient nature of naval ships make them valued sources of relief when natural disaster strikes. In the wake



Photo by PH2 Jeff Elliott

American sailors crowd the deck of the Bahrainian tugboat *Al Mearaj III*.

136 pallets of material were made available in Panama to aid in refugee support.

Seabee civic action projects, though not often in the public eye, continue to provide assistance in disaster relief and nation-building. As an example, Commander-in-Chief, Pacific Fleet, schedules ships as part of routine deployments with Seabees embarked to make portcalls throughout the South Pacific. The Seabees, along with the ships' crews, conduct civic action projects such as the construction and repair of public buildings, bridges, roads, breakwater and electrification throughout the micro-states of the South Pacific. These assistance projects have been extremely well received by the 10 countries in which they were conducted in the last 18 months: Western Samoa, Tonga, Papua New Guinea, Tuvalu, Federated States of Micronesia, Solomon Islands, Republic of the Marshall Islands, French Polynesia, Cook Islands and Palau. Papua New Guinea's recent offer of shore basing privileges is considered to be a result of these projects.

In the coming decade, the Navy will also play a key role in the expanding contribution that the Department of Defense will provide in the nation's narcotics strategy. Plans call for a larger role for the Navy. Carrier battle groups, major amphibious ships and aircraft operating in international waters will be involved in surveillance, identification and, in conjunction with law enforcement agencies, the apprehension of drug traffickers.

As we look forward to the future and the transition to the Navy of the 1990s, this nation will continue to need a strong, capable and forward-deployed Navy.

of the massive destruction caused by Hurricane Hugo, the Navy provided electrical power, facilities, supply and manpower support to Charleston, S.C. In Saint Croix, U.S. Virgin Islands, three ships provided assistance, over a month's time, with potable water, cleanup working parties and re-electrification teams. In Puerto Rico, 15 units and 1,270 personnel installed generators and restored electrical power, repaired sewers, water mains, public buildings, schools and homes, provided food and water, debris removal and medical and communications support.

In the aftermath of the October 1989 earthquake in San Francisco

and Oakland, Calif., the area naval facilities and seven ships provided immediate rescue and assistance in the form of personnel and electrical power. In the days that followed, they rehabilitated a warehouse to provide shelter for the homeless, assisted in the Interstate 880 rescue efforts, and provided communications and emergency services to both cities.

Also in the last 18 months, through Project Handclasp, the Navy's on-going humanitarian assistance program, 68 ships delivered 2 million pounds of material to 44 countries. The material ranged from a fishing research boat and 100,000 school books to Fiji to 208 pallets of material to Peru. On Christmas Day,

Naval power

Since 1950, the focus of U.S. national strategy has been to prevent war in Europe with the Soviet Union. That strategy has been successful. The recent dramatic changes in Eastern Europe suggest that war between the superpowers is no longer a threat.

However, none of the recent events in the political landscape of the world, including *glasnost*, *perestroika* or "new thinking" in the Soviet Union and dramatic political changes in Eastern Europe, have in any way diminished or altered the United States' status as a maritime nation, or our increasing dependence on the sea for trade and economic health. The geography of the world, and the location of natural resources vital to our industrial strength, have not changed. In some months of 1989, the United States had to import nearly 50 percent of its petroleum requirements. Of the remainder, 25 percent was transported by sea from the north slope of Alaska. Strategic minerals such as chromium, manganese and tin are found almost exclusively overseas.

In the coming decade, the highest probability for conflict will be in the developing world, the result of regional issues, terrorism, religious disputes and pursuit of national identities. Our post-1945 history suggests that often these conflicts will involve fundamental U.S. interests. As a maritime nation, we are dependent on the seas for our economic health, and we have critical alliances across both oceans. U.S. world trade routes are the overseas lifelines to allies and other trading nations for more than \$600 billion worth of our nation's annual exports and imports.

Third World countries and regional powers increasingly possess high-tech and sophisticated weapons with unprecedented access to lethal weapons and long-range delivery systems. And, the Soviets remain inter-

ested in playing a major role in Third World countries such as Cuba, Nicaragua, Cambodia and Afghanistan.

Our deployable Navy-Marine Corps team is of unique value to the nation in low-intensity conflict. Naval forces ensure we are never forced to act hesitantly or rashly because of a limitation of means.

The ships we build today will be in the fleet for the next 30 to 40 years. As we look toward that future, it is clear that such a Navy must possess balanced, adaptable and readily available forces with the best possible warfighting capability. The Navy must be able to prevail against all conceivable eventualities; when American lives and prestige are at stake, there is no room for second best. Even as the Soviet Union, a continental land power, demands reductions in our naval forces, they continue to build three new aircraft carriers and several modern classes of submarines. They're building at rates which have not slowed down — regardless of words about arms reductions. While older, obsolete ships that are difficult to maintain have been and will be retired, the Soviet navy's capability is increasing.

Today, an altered view of the Soviet Union and an assessment that global conflict with the Soviet Union appears remote, have made it possible

to accept a level of risk associated with a smaller Navy. This risk is acceptable only if our current cordial relationship with the Soviet Union persists and only if the Soviet leadership actually continues to carry out its promised military reductions.

The Navy must be big enough and capable enough to allow us to remain a credible deterrent force, to satisfy peacetime requirements and maintain regional stability, to participate effectively in the drug war, and to ensure a reasonable time at home for our sailors. The Navy we have today can achieve these objectives. At the same time, we must continue to replace older carriers, surface combatants, amphibious ships and submarines with the new forces that will be the mainstay of our Navy well into the next century.

A maritime nation's strength is directly measured by its navy. Thus, our national self-perception is reflected in the kind of Navy we are resolved to maintain.

President Theodore Roosevelt reflected this when he stated that "The Navy of the United States is the right arm of the United States and emphatically the peacemaker." □

Information for this article was compiled from materials provided by the Office of the Chief of Information.

The U.S. Navy played a key role in national affairs by protecting reflagged oil tankers.



Photo by PH2 Jeff Elliott

Going in harms way

Four years of U.S. Navy operations

- **June 1985:** USS *Nimitz* (CVN 68) carrier battle group and Amphibious Ready Group ordered to Eastern Mediterranean in response to hijacking of TWA aircraft. They remain on station until after the release of passengers and aircraft.

- **October 1985:** USS *Saratoga* (CV 60) carrier battle group F-14s force down Egyptian airliner with *Achille Lauro* hijackers aboard.

- **January 1986:** USS *David R. Ray* (DD 971) prevents an attempted Iranian boarding of U.S. flag tanker SS *President Taylor* in Arabian Gulf.

- **March 1986:** In response to Libyan SA-5 missile attacks on U.S. aircraft, USS *America* (CV 66) and *Coral Sea* (CV 43) carrier battle groups' aircraft destroy two Libyan missile patrol boats.

- **April 1986:** After the bombing of the La Belle discotheque, aircraft from USS *Coral Sea* and *America* carrier battle groups, with Air Force FB-111s from the United Kingdom, conduct strike operations against targets in Libya.

- **January 1987:** USS *Kitty Hawk* (CV 63) carrier battle group, transitting to the Mediterranean, is detained in Northern Arabian Sea in response to Iranian installation of *Silkworm* missiles in vicinity of the Strait of Hormuz.

- **July 1987:** USS *Constellation* (CV 64) carrier battle group is ordered to North Arabian Sea to support escort of reflagged tankers transitting Arabian Gulf during Iran-Iraq War.

- **September 1987:** USS *Jarrett* (FFG 33) captures an Iranian vessel laying mines in the Arabian Gulf.

- **October 1987:** USS *Ranger* (CV 61) carrier battle group aircraft and ships destroy three Iranian gunboats and an Iranian oil drilling platform.

- **January 1988:** Because of internal political instability and a military coup, Amphibious Ready Group/Marine Expeditionary Unit is positioned off coast of Haiti, prepared to evacuate personnel and refugees.

- **April 1988:** USS *Enterprise* (CVN 65) carrier battle group surface combatants and aircraft destroy Iranian naval units in retaliation for mining of USS *Samuel B. Roberts* (FFG 58).

- **September 1988:** To guarantee stability, USS



Photo by PH2 Henry Cleveland

Nimitz and USS *Midway* (CV 41) carrier battle groups are on station off Korea during Olympic Games.

- **February 1989:** Amphibious Ready Group/Marine Expeditionary Unit move to Eastern Mediterranean off Lebanon's coast following missile attack on U.S. ambassador's residence.

- **June 1989:** Fast sealift ships transport Army personnel and equipment to Panama Canal in response to unstable political situation and assault on opposition party candidates.

- **August 1989:** USS *Coral Sea* and *Iowa* (BB 61) battle groups are stationed off the coast of Lebanon. *America* returns to North Arabian Sea; *Ranger* and USS *Forrestal* (CV 59) prepare for contingency operations, all in response to the alleged murder of Marine Lieutenant Colonel William R. Higgins and threats made against other hostages. □

CNO in U.S.S.R.



Photo courtesy of Soviet navy

Last fall, Chief of Naval Operations ADM Carlisle A.H. Trost made a historic visit to the Soviet Union. He was the first CNO to ever make an official visit to the Soviet Union, and indeed the first head of any military service to do so. What follows are excerpts from ADM Trost's personal account of his experiences.

I certainly never expected to celebrate the 214th birthday of the United States Navy in the Soviet Union as a guest on board a *Victor III* nuclear-attack submarine and the *Kirov*, a nuclear-powered guided missile cruiser. Oct. 13, 1989, was the last full day of my six day visit to the Soviet Union. The trip resulted from the agreement for a series of exchange visits between leaders of the United States and Soviet militaries in order to enhance mutual understanding and reduce tensions

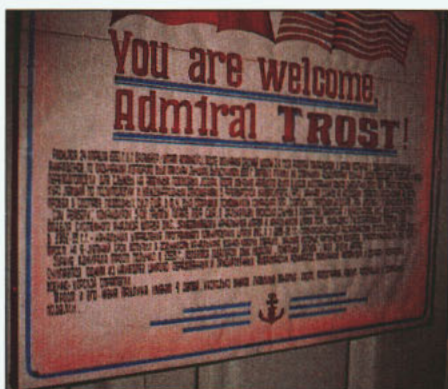


Photo courtesy of Soviet navy

between our two countries.

Upon arriving in Moscow we were greeted by my Soviet counterpart, Fleet Admiral Vladimir Chernavin, the Commander in Chief of the Soviet navy. During the course of our visit we had many opportunities to talk to each other and develop a personal relationship. Because we are both submariners, we have in common many professional aspects of our careers. Throughout the visit, the Soviets were most gracious and appeared eager for open discussions of issues of mutual concern and interest.

Shortly after arriving, my first official event was to lay a wreath at the Tomb of the Unknown Soldier just beneath the Kremlin Wall. This impressive and emotionally moving monument was one of three such memorials we visited during our travels. Each conveyed a constant reminder to the Soviet people, and to any visitor, that nearly one of every eight Soviets lost their lives during the "Great Patriotic War," World War II.

Our tour of Soviet naval forces began on the second day. In Sev-

Preceding page: CNO visits with Kirov crewmen. Above: Sign aboard Kirov. Right: CNO toured nuclear-powered cruiser Kirov. ADM Trost was able to make a historic six-day visit to the Soviet Union after an agreement was reached for exchange visits between U.S. and Soviet military leaders.



Photo courtesy of Soviet navy

astopol, we visited several naval units including the guided missile cruiser *Slava*, an air cushion amphibious landing vehicle, a TU-22M *Backfire* bomber and a MiG-29 *Fulcrum* fighter.

Slava is obviously the "show ship" of the Black Sea Fleet. It was the Soviet choice for the Malta summit and was used in the ill-conceived and unsuccessful experiments to unintrusively detect the presence of nuclear weapons on ships. *Slava* has an imposing appearance, and bristles with weapons launchers and radar. As you would expect, the cruiser looked splendid with well-turned out, professional-looking sailors.

Following the ship visit, Soviet naval infantry units staged an amphibious landing operation during which defensive shore positions were attacked and overrun in a coordinated strike by troops from two MI-4 *Haze* assault helicopters and their large, new *Pomornik* air cushion landing craft. The exercise also included a very professional hand-to-hand combat demonstration and was followed by a tour of the *Pomornik*. This heavily armed craft, over twice the size of our own air-cushioned landing craft, is too large to be carried on any of their amphibious ships.

Next on our agenda was Leningrad, about 950 miles north of Sevastopol. The numerous naval facilities in the Leningrad area include the Grechko Naval Academy, other higher naval schools for mid-grade and senior officers and various enlisted/noncommissioned officer schools and research schools. The Soviet Naval Academy is roughly equivalent to the U.S. Naval War College in Newport, R.I.

Following our tour of the Naval Academy, I delivered a speech to approximately 1,200 students, faculty and senior officers from the Leningrad area. We were told this was the largest audience ever assembled in the academy's main auditorium. I

took particular care during this speech to speak with candor about the issues of the U.S. maritime strategy and naval arms control that have been points of disagreement between our two countries. Based on the reaction of the audience as my words

*"We both agreed
that such visits
were worthwhile."*

were translated, it was evident that the rationale and logic of our views on these important topics were new to them.

Next, we proceeded north of the Arctic Circle to Murmansk. Not far from Murmansk is Severomorsk, headquarters of the Red Banner Northern Fleet, the largest and most powerful of the four Soviet fleets. Our visit included tours of a modern *Victor III* nuclear-powered attack submarine and the nuclear-powered cruiser *Kirov*, the most powerful surface unit in their naval inventory.

I was really looking forward to the opportunity to tour a frontline *Victor III* submarine. This particular unit had recently won awards for excellence in the Soviet equivalent of our Battle "E" competition.

We entered the submarine through a side hatch in the sail area, which provides access to the trunk leading to the ship's interior. At the bottom of the ladder we were in the control room. The layout was somewhat similar to our boats but also included enclosed spaces for main propulsion control, electrical distribution control and communications.

This was the cleanest ship we saw during our visit — perhaps a testimony to the elite nature of the Soviet submarine force. On leaving the boat I asked the commanding officer his age. That day, the U.S. Navy's birth-

day, was his 35th birthday. It was a day neither one of us will forget.

The cruiser *Kirov* was the final stop on our tour of naval units. As I proceeded on board, a band and honor guard rendered formal honors which included "The Star Spangled Banner."

On each of the ships we visited, the young conscripts I saw were bright-eyed, enthusiastic and in perfect uniform. They could have been sailors in any modern navy. A lasting impression of my visit to these naval combatants was their formidable weapons capability.

Noteworthy was the young age of the commanding officers. Their officer career path differs somewhat from the U.S. military system. Soviet officers are assigned to ships almost exclusively during the first half of their careers. They receive little or no training ashore and serve in virtually no staff assignments during this period. Also of interest, the commanding officer is not necessarily the senior man on board. Some commanding officers are allowed to stay aboard after their command tour and revert to a department head position.

During my final call on Fleet Admiral Chernavin, we both agreed that such visits were worthwhile and that we should do more to encourage mutual understanding.

The U.S. Navy's 214th birthday and the week preceding were extremely memorable experiences for me and my entire party. I was impressed by the capabilities of the Soviet navy and also by their openness and frankness. Like sailors everywhere, there is a common understanding among naval officers that often transcends national political concerns.

However, as professional naval men we must be ready to defend our national interests whenever called upon to do so and it is clear that the capabilities of the Soviet navy are formidable and must be taken seriously. □

WANTED:

Sailors for nursing program

Story by JO1 Dennis Everette

Lying in the hospital, critically ill or injured, you depend on your nurse for continuous attention and care. Navy hospitals manage to always have nurses available, but the shortage of nurses in the United States also affects the Navy.

Active duty sailors from a variety of ratings are helping the Navy remedy its nurse shortage. Through the Medical Enlisted Commissioning Program, they can earn a baccalaureate degree in nursing and a commission as an ensign in the Nurse Corps.

"The Navy Medical Blue Ribbon Panel [1988] approved an increase in the number of personnel we could have in National League of Nursing accredited schools during a fiscal year," said Master Chief Hospital Corpsman William M. Griffith, force master chief for the Bureau of Medicine and Surgery. "Prior to the panel, we could have 75 people in school at one time. In fiscal year '89 the number increased to 100; in '90 it increased by 25 more. By FY91, we go to 150." Opening the program to active duty enlisted personnel of all ratings occurred with the expansion of training billets.

Griffith said that everybody selected will not need the full three

years the program allows to complete a baccalaureate degree. Sailors already have varying amounts of education toward a nursing degree prior to applying, so students graduate at different times during the program. The current expansion initiative is projected to add 50 nurses to the Navy health care community each year beginning in FY92.

"With that, the numbers are going to improve. The odds of being selected have also gotten better — and are going to get better yet in the next few years," Griffith said. "We realized

that there are people other than hospital corpsmen and dental technicians who are eligible for this program and looking to be nurses, so we opened it up [to people in other ratings]. For the April 2 board we have 13 applications out of 126 from personnel in non-medical ratings."

Of the 2,952 Nurse Corps officers on active duty as of Dec. 31, 1989, 392 were former hospital corpsmen — of whom two are now captains — and four were former dental technicians. The authorized end strength for FY90 is 3,255.

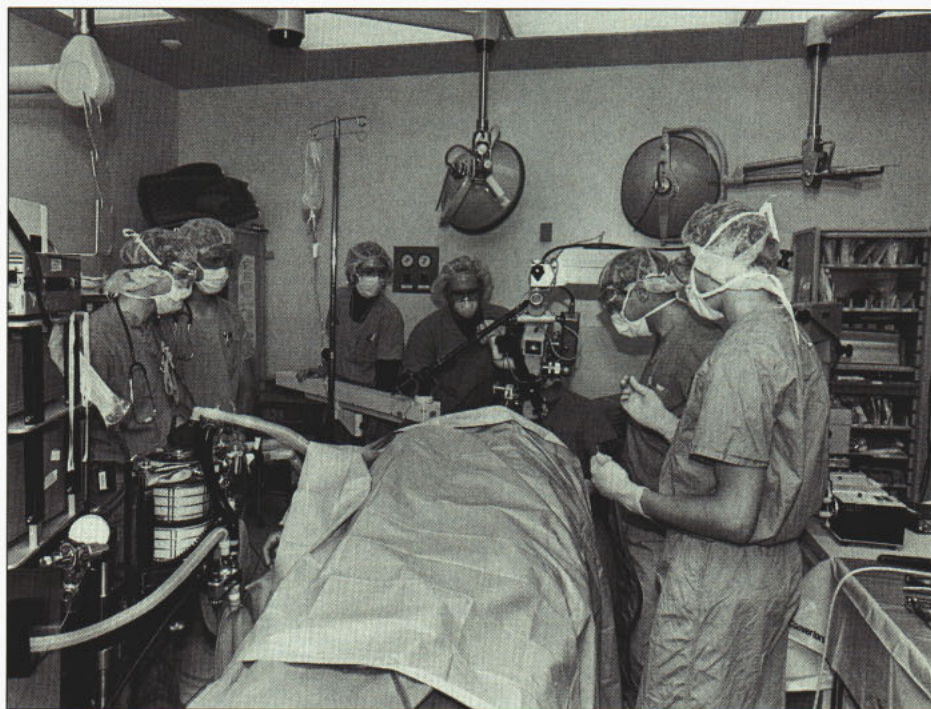


Photo by Mark Tammenkoiz

A chronic shortage of nurses in the Navy is being eased through the Medical Enlisted Commissioning Program.

Nurse program

Changes have been made in the MECP application procedure making it easier for sailors to apply.

"This year, we extended the application deadline from Nov. 1 to Jan. 1," said Griffith. "Since a letter of acceptance from an accredited school is required and many applicants had difficulty getting one on time, last year we extended the letter submission deadline to Feb. 1."

"The skills were readily identified as being a great pay back," said LCDR Charles Mount, a former corpsman and 15-year Nurse Corps Officer. He is now the special assistant for total quality management at Naval Hospital San Diego, the Navy's largest hospital. "There is an immediate benefit to having hospital corpsmen already familiar with how the Navy operates apply that knowledge to the health care system."

"The recent push that we've had is to increase the opportunities. We've seen the demonstrated performance on the job. That drives the need for more corpsmen to be given an opportunity," he continued.

Hospital corpsman training translates very well into the health care environment, according to Mount. They understand what it's like being aboard ship, with the fleet Marines or overseas. Many have those experiences as part of their careers. That's not easily understood by civilians without that experience. That makes former corpsmen far more astute on how to meet certain health care needs. When the wife of an E-4 off a ship comes in for health care, former enlisted nurses readily understand her expectations and her needs. The rapport and bedside manner of these nurses are far more in tune with the needs of the patients.

"It comes a little more natural," said ENS Robert Bird of his transition from enlisted sailor to the Nurse Corps at National Naval Medical Center, Bethesda, Md. "I haven't got the feeling that expectations are

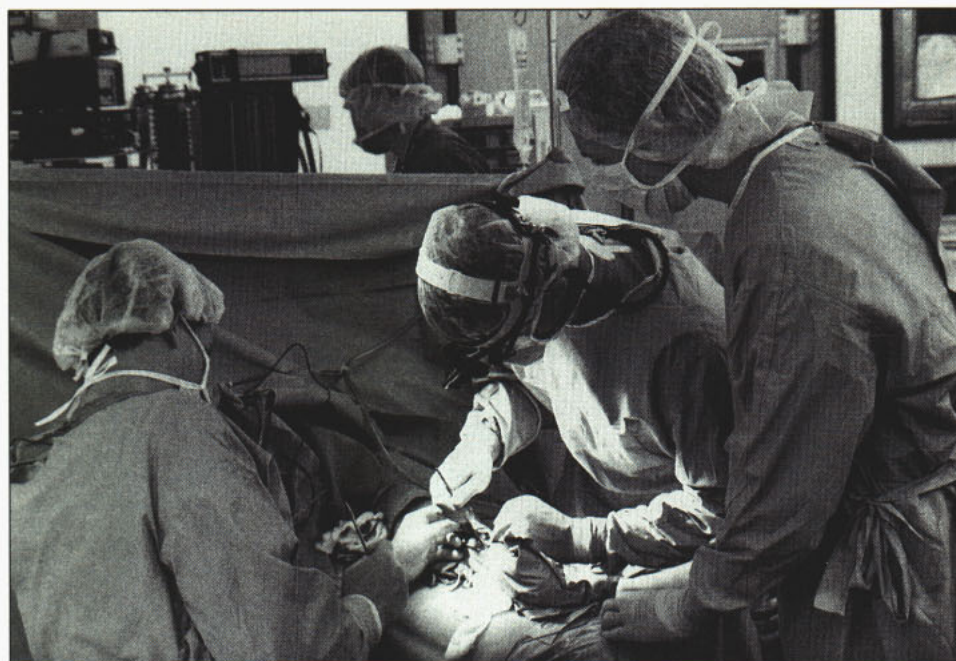


Photo by Mark Tannenholz

higher [from others because I'm a former corpsman], but I do expect more out of myself now. I know more about the military system and it's not such a cultural shock.

"I can imagine earning a commission after being a civilian nurse, given a supervisory role, not really knowing the Navy and having corpsmen with more time in service who are more familiar with the peculiarities of the Navy. So having some background knowledge is helpful," he said. His prior experience as a hospital corpsman 2nd class also worked out better for the hospital's Nurse Corps.

Bird returned to NNMCM after graduation from the University of New York at Binghamton and a six-week Staff Corps Officer Indoctrination Course. He was assigned to the Patient Psychiatric Clinic.

"When I negotiated for orders, Bethesda was available," he said. "NNMCM decided to put me in patient psychiatry because of my experience in that department and due to a staff shortage. It's worked out nicely. I've been able to bring back a lot of experience and it's made the transition into the Nurse Corps a lot easier."

The transition from enlisted to officer takes work.

"Being an officer is different," said LCDR Mount. "You're far more accountable for who you are, what



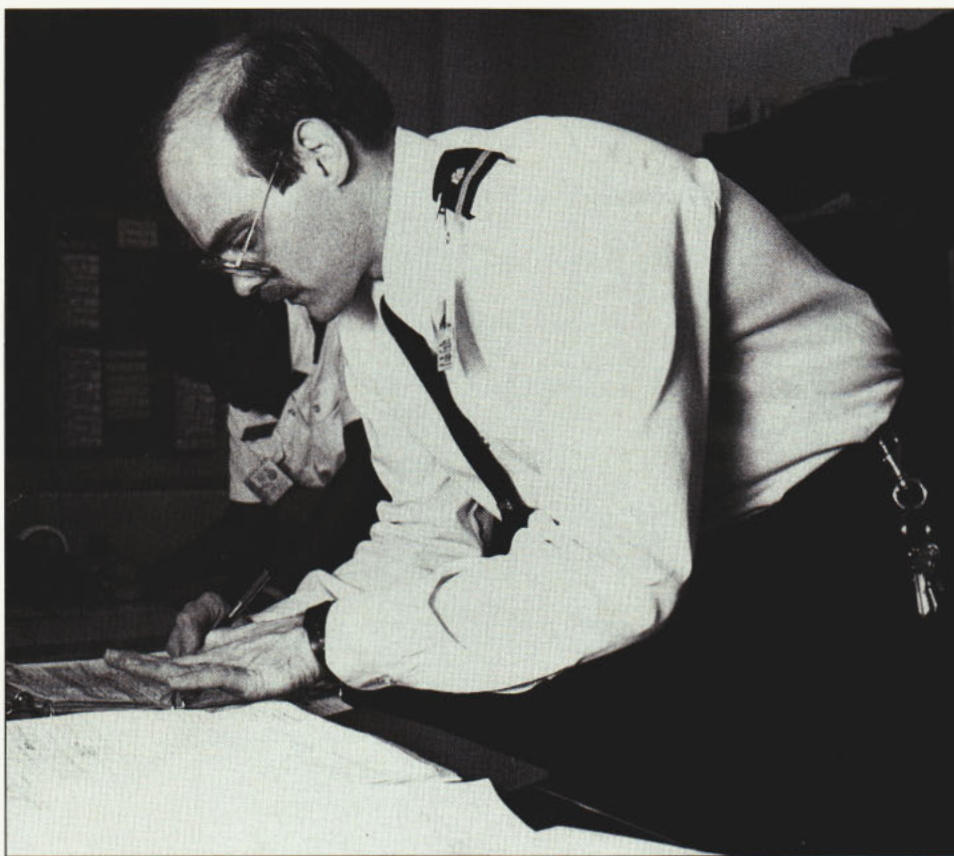
Photo by HM2 Randal Tucker

Top: Nurses assist a doctor in an operating room at NNMCM, Bethesda. Above: ENS White and Hospitalman Apprentice Timothy Angus check a patient's medication requirements at Naval Hospital Jacksonville, Fla.

you believe in and what you do. So the transition to an officer is not easy."

And becoming a nurse takes hard work, too.

"The amount of knowledge that you need is incredible," said ENS William White, a staff nurse on a general surgery ward at Naval Hospital



ENS Bird and Hospitalman Tracy Garner prepare for the night shift at NNMC Bethesda.

patient. The staff nurse can then do all the patient care without worrying about the administrative work."

Since the Navy Medical Blue Ribbon Panel met two years ago, steady improvements to the Navy's health care system have been made. That includes the Medical Enlisted Commissioning Program, helping corpsmen and other enlisted personnel to become nurses — advancing their careers and easing the nurse shortage at the same time. □

Everette is a writer assigned to All Hands.

Photo by JOT Dennis Everette

Do you qualify?

The Medical Enlisted Commissioning Program is a continuing education program that enables enlisted personnel to obtain a degree in nursing and a commission in the Navy Nurse Corps.

Eligibility requirements include U.S. citizenship, enlistment in the regular Navy or Navy reserve with two years active service. You need a high school diploma or GED equivalent and must have 30 semester or 45 quarter credit hours in undergraduate courses.

You must be accepted by a college or university nursing program, leading to a baccalaureate degree in nursing that is accredited by the National League of Nursing.

You must be able to complete nursing requirements in 36 months and before your 35th birthday.

You must also meet physical standards for officer candidates, Navy physical fitness and body fat percentage standards and have a favorable endorsement from your commanding officer.

Application deadline for the FY91 board is Jan. 1, 1991. See NavMilPersComInst 1131.4 and NavOp 137/89 for more information. □

Jacksonville, Fla. "I had some knowledge, but there's still so much more to learn and the pressure is high.

"Although for myself, at the small clinic at Submarine Base Kings Bay, Ga. — in the small clinic where I had worked as an enlisted first class — the pressure was pretty much the same because there weren't any officers around. I was 'chief of the day' with three or four other corpsmen responsible for the operation of the clinic after hours. We didn't have a doc or a nurse on board. We had a doc on the phone. You had to be able to make the right decision — know when to call! I always felt accountable for my actions."

White said that his transition wasn't difficult, "except for the amount of knowledge I had to acquire and still have to acquire. The Nurse Corps has so much diversity in different duties. I find it to be a lot more challenging than when I was a hospital corpsman.

"I wanted to make the medical department better. I see my duty as trying to promote team work between nurses and corpsmen."

Hospital wards are getting more

help from senior corpsmen assigned to hospital staff. Their presence on the wards may mean better care for patients as a result of increased manpower.

"Right now we're putting more senior corpsmen, first and second classes, on wards to take some of the leadership, management and training roles for the junior corpsmen," said Griffith. "It takes some of the workload off nurses, too, so they can render the hands-on care that they need to do."

LTJG Dennis Campbell, an intensive care unit nurse at NNMC, would like to smooth out some rough edges in administration areas. "I'd like to smooth that out," he said, "to make it easier for nurses to be at the bedside instead of in charts so much."

Campbell said that in NNMC's intensive care unit, nurses work in a multi-capacity: as staff nurses and as relief charge nurses.

"As a relief charge nurse you are in charge and in position to take on administrative burdens that come when you do a new admission or copy a lot of orders on an acute care

John Charles Roach

A life committed to Navy art

Story by Jan Kemp Brandon

The canvases fill the tiny studio. Some are displayed on easels, some are stacked against the wall. Others are rolled up and lean neatly in a corner of the room. There are pictures of ships being "buttoned up," and propellers larger than the men who work on them. In others, big "boomers" appear to drift silently through the water — watching — listening — ready to carry out their mission. Each subject tells a story — offers a moment in time — that we would otherwise have missed.

The painter of these pictures sees himself as a documentarian, a recorder of history. He is John Charles Roach, an accomplished artist and commander in the Naval Reserve who has a love for Navy subjects.

"I am the observer. That is what is so interesting about being an artist — you feel for it, you know what is

going on, you are participating in it, but actually you are more like a historic documentarian," he explained. "These are real people, flesh and blood, this is real iron, that is high explosive and people have to handle it — that's the Navy's job and that is what I record as a documentarian.

That is what I want to depict."

The first five years of his childhood were spent growing up in the boatyard that his father owned in Fort Lauderdale, Fla. His father, a naval architect, later moved the family to Newport News, Va.

"It's kind of natural, growing up around shipyards, that you want to drive ships and be in the Navy," he said. His artistic inclinations were also influenced by the nearby mariners museum that displayed Navy ship models and paintings of ships.

His early interest in art led him to

study abroad in Frankfurt, Germany, and at the French National Academy of Fine Arts in Paris.

After returning from Europe, the war in Vietnam was beginning to heat up and the draft was becoming a real possibility. Roach found himself in a "Catch 22" situation with finishing school. He couldn't transfer credits until he'd been enrolled in school long enough, and he couldn't get credits to continue his education until he could transfer them.

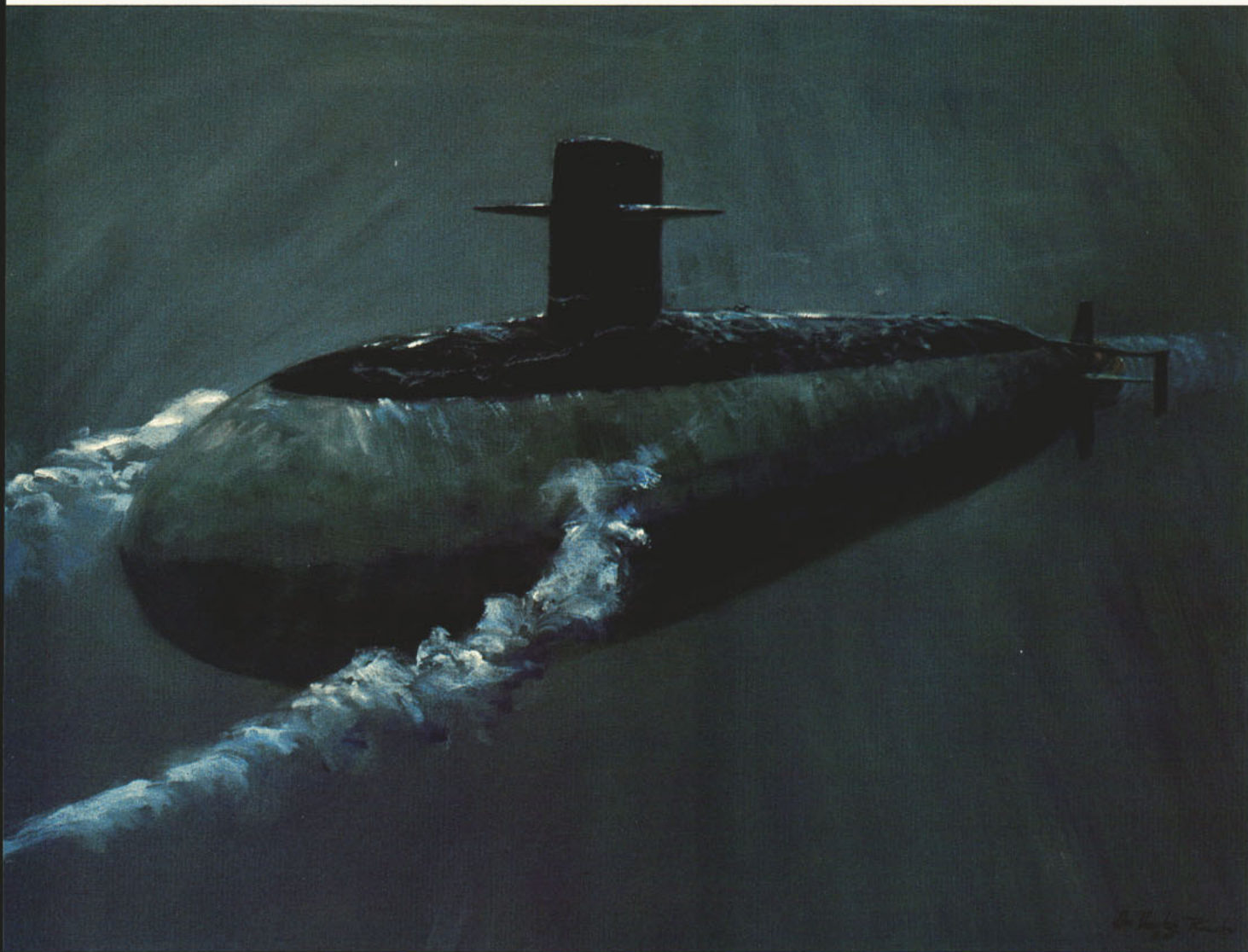
"I figured, well, I am not going to be able to finish school," Roach explained, "so I went down to the local recruiter and I said, 'OK, just sign me up for the Navy in case this draft message comes in.' And, of course, it did."

Roach enlisted in the Navy in 1966



Photo by PH1(A)C Scott M. Allen





with the idea of becoming a Navy combat artist. He was a little disappointed when he found out that no one had heard of such a thing and that at the time there was not a "real honest-to-goodness Navy art program," said Roach.

"I assumed that there was indeed, and continued to be a need for, artists in the Navy," he said. "So I sort of set my sights on becoming a Navy artist."

Apparently there were no combat artists during World War I and only eight by the end of World War II. The official rating was only temporary at that time and disappeared at the end of the war. Generally, any artwork pertaining to Navy subjects was done by civilian artists under the direction of the Navy Combat Art Cooperation

and Liaison Program, which was started in the early '60s.

Meanwhile, he sent the Bureau of Naval Personnel a portfolio of his work and a description of his background, and after basic training was given a billet with the recruiting aids division in Washington, D.C., at the Navy Yard. Roach spent his first two years producing materials that were essential to promote recruiting.

Roach still wanted to be a Navy combat artist, however. He gathered information on World War II combat artists and contacted the Office of the Chief of Information at the Pentagon to see if it had a need for his talents.

"I had some very outstanding and understanding commanding officers," he said. "One of the very nice people that I knew during that time recog-

"One and Two Away Sir," 30" X 48", oil painting. Reproduction courtesy of John Roach's private collection.

nized I had talent and sent me out to do drawings of the soon-to-be-launched *John F. Kennedy* [CV 67], which were then printed up in [the Navy magazine] *Naval Aviation News*. That gave me something that I could give to people or show people that indeed I knew what I was doing."

Those pictures were worth a thousand words. Roach got his billet with 7th Fleet and was finally under way. He reported for duty in the public affairs office aboard the flag ship USS *Providence* (CLG 6).

"This was a marriage made in heaven all the way around," Roach



said. "I had a good officer-in-charge who was taking care of me and plugging me in at the right places and keeping me out of trouble, so to speak. So, I just started painting."

While in Vietnam, Roach was painting and sketching aboard the ship; he also spent approximately three to four months in-country with the Seabees recording their activities.

Roach believes that the artwork was "participatory." "I was *there*, I felt the dust, the dirt, the salt, the sweat, the fear, boredom and all the other

human reactions to what was a messy situation — I am there, and this is history."

After Roach was released from active duty in 1970, he continued his art education earning a bachelor's degree from the University of Maryland and a master's degree in art history and fine arts from The American University in Washington, D.C. In 1974, Roach was offered a commission with the Naval Reserve, in which he still serves.

In the late 1970s, Roach was asked

to do a large memorial mural of the battleship *Arizona* (BB 39) for the Pearl Harbor Visitors Center.

According to Roach, the original idea was to use a large photograph. But after much checking by the Pearl Harbor Survivors Association, no appropriate photos were found for the project.

After a review of proposals submitted by a number of artists, Roach was selected by the Navy to produce a painting 52 feet by 16 and a half feet. He created the mural at the Washing-



Left: "Underway USS *Buffalo* (SSN 715)," 38" X 48", oil painting. Reproduction courtesy of the Navy Art Collection. Below: "Ammunition Working Party," 27-1/2" X 19", water color. Reproduction courtesy of John Roach's private collection. Bottom: "Watching the Sound," 24" X 36", oil painting. Reproduction courtesy of the Navy Art Collection.



ton Navy Yard Museum, which is one of his favorite studios.

"The Pearl Harbor Survivors said this was a very good idea — they'd much rather have a real honest-to-goodness painting than just a big photograph up there," he said. "So I wrote the proposal, they liked it and it just kind of mushroomed from there."

According to John Barnett, Curator of the Navy's art collection, the mural was rolled up like a big carpet, put into the belly of a Navy C-9 and flown to Pearl Harbor where it was

mounted on a panel and bolted to the wall. The mural took about 12 months to complete because Roach was working on other projects at the time.

Another series completed by Roach was a collection of 26 paintings of U.S. submarines called "Fast Attacks and Boomers" for the fast attack *Los Angeles*-class subs and the *Ohio*-class *Trident* missile subs. This submarine series was the first series of that scope commissioned by the Navy since the end of World War II.

"Vice Admiral Nils R. Thunman, who wanted the collection to come together, sent me out on assignment to view submarine activity and to be a co-participant. So I got to drive a submarine, dive in a submarine, sign the night orders and all sorts of things," he said excitedly. "In other words, a full integration into the submarine crew."

His travels took him from the Atlantic to the Pacific where he spent about 18 months painting the series.

"It shows that I've become

personally involved," Roach said. "That was one thing that I asked of Thunman. I was not just going to go out there and paint a few submarines. And he said, 'Well I don't want you to.'" Roach explained that the admiral understood the importance of an artist's participation with a subject.

"The successful Navy artist — as opposed to the people who paint Navy subjects or maritime subjects — gives the feeling of 'I was there, I am there, I am participating in this.' You paint yourself into the picture, not literally, but figuratively," Roach said. "I was there, I know what the snow was like, and it was cold getting under way. I wanted that to come across."

Among his other works are "The Great White Fleet," commissioned by the Office of the Secretary of the Navy, which hangs in the Pentagon, a bicentennial collection of paintings and drawings of the frigate *Constitution*. He also developed the idea of 22 bas-relief designs for the U.S. Navy Memorial located in Washington, D.C., and sculpting of the compass rose, a focal point of the memorial.

Roach believes the Navy art collection has a remarkable future.

"I think the Navy can move forward as a discriminating collector of artwork," he said, "that features men and women of the naval service and their activities."

He not only documents Navy history, but is currently working on one of three mural projects for the West Wing Corridor of the U.S. Capitol building. This project was started back in 1969 by noted muralist Allyn Cox, who died before all three could be completed.

"You start the project and pass it down to the next generation. I am the 'next generation' for Allyn Cox," Roach explained. "I inherited it and it is very personal to me."

Roach worked on the first mural with Cox, but was busy with another project during the completion of the



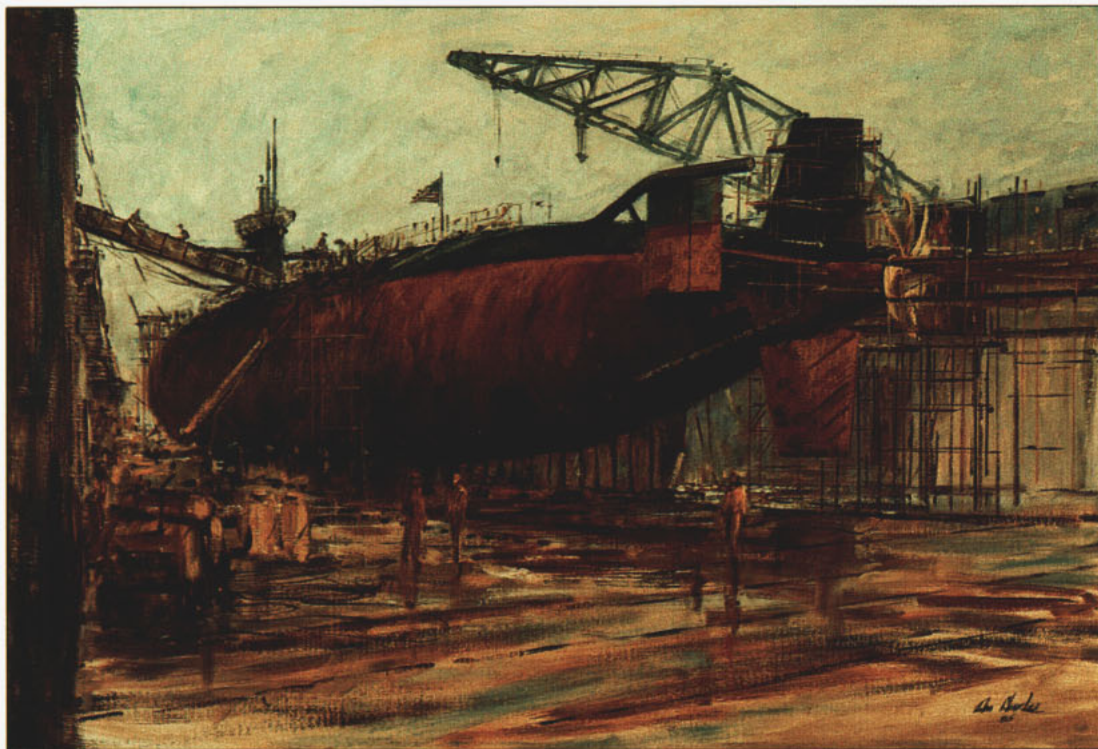
second one. The work is named the "Westward Expansion of the United States of America." This mural project covers approximately 4,000 square feet of vaulted and ceilinged space. The mural shows scenes of the United States' growth through the addition of Alaska and Hawaii.

Roach's contributions to the Navy are not over. He is constantly making new contributions — not just by his

artwork but wherever and whenever his abilities and talents are called upon.

"What other way can you tell the public about the Navy and have the value stand longer than the written word?" he asked. "People see an image and it lasts for a long, long time." □

Brandon is a writer assigned to All Hands.



Opposite page: "Button Up," 36" X 24", oil painting.
 Top: "Spadefish in Resolute," 24" X 36", oil painting.
 Left: "Michigan at Dive Point, Dabob Bay," 40" X 30",
 oil painting. Above: "Prop Shop," 20-1/4" X 26-1/2",
 acrylic on paper. Reproductions courtesy of the Navy
 Art Collection.

And then... there was one

Time and technology overtake two Navy subs.

Story by JO1 Lee Bosco, photos by JOC Kevin Clarke

"Warships in general, and submarines in particular, never really complete the journey from defenders of freedom to the pages of history," said RADM J. Guy Reynolds.

"The reason for this phenomenon is that each submarine creates an ether — an ether that surrounds the ship for its life and then lingers long after the ship has been struck from the naval record," he continued. "From that ether emerges the heroes and leaders of our Navy."

And so, following two decommissioning ceremonies held in Hawaii within 48 hours, the Navy lost two-thirds of its diesel-attack submarine force to a common enemy: time.

When USS *Darter* (SS 576) and USS *Barbel* (SS 580) were commissioned in the late 1950s, electric typewriters were just beginning to have an impact in the workplace.

Today, computers make those electric typewriters seem archaic. As time passes, technology progresses and we witness the end of an era. *Barbel* and *Darter's* time has passed and the Navy recognizes that boats like these no longer have a place in the active service.

The decommissioning ceremonies for the two submarines in late October left the Navy with just one diesel-attack submarine, USS *Blueback* (SS 581). Time is on *Blueback's* trail and

will soon catch her, too.

Sonar Technician (Submarines) 2nd Class Alonzo Northam, Cadre Crew USS *Barbel*, laments the choice presented to the crewmen of the two decommissioned subs.

"I can't blame anyone for wanting to get on that other boat [*Blueback*]," Northam said. "I had fun [but] it's time to move."

The reasons for the demise of the diesel are strong. Newer submarines are quieter and less detectable, and that means they are safer for crewmen who value stealth and secrecy above all else. Modern subs can stay submerged for months at a time if necessary; diesels must surface once a day to snorkle. And there is no room aboard the diesels to house the complex weaponry that is carried in nuclear subs.

Despite a diesel's lack of sophistication, each boat is special to the men who served as her crew.

"This is my first boat," said Seaman Apprentice Jeremy Danley, Cadre Crew, USS *Darter*. "I really don't want to leave it, but technology's advancing. I don't have the opportunity to stay. I wish I did."

Both *Barbel* and *Darter* were important to the Navy during their time.

Barbel was the first submarine to employ a completely new hydro-

dynamic submarine hull design. She was also the first to have centralized ship controls in the attack center, a design feature that was later incorporated into all submarines.

She traveled nearly three-quarters of a million miles during her 30-year career and completed more than 2,600 dives in her time in the fleet. The sub patrolled in both the Atlantic and Pacific Oceans and took part in numerous international military exercises.

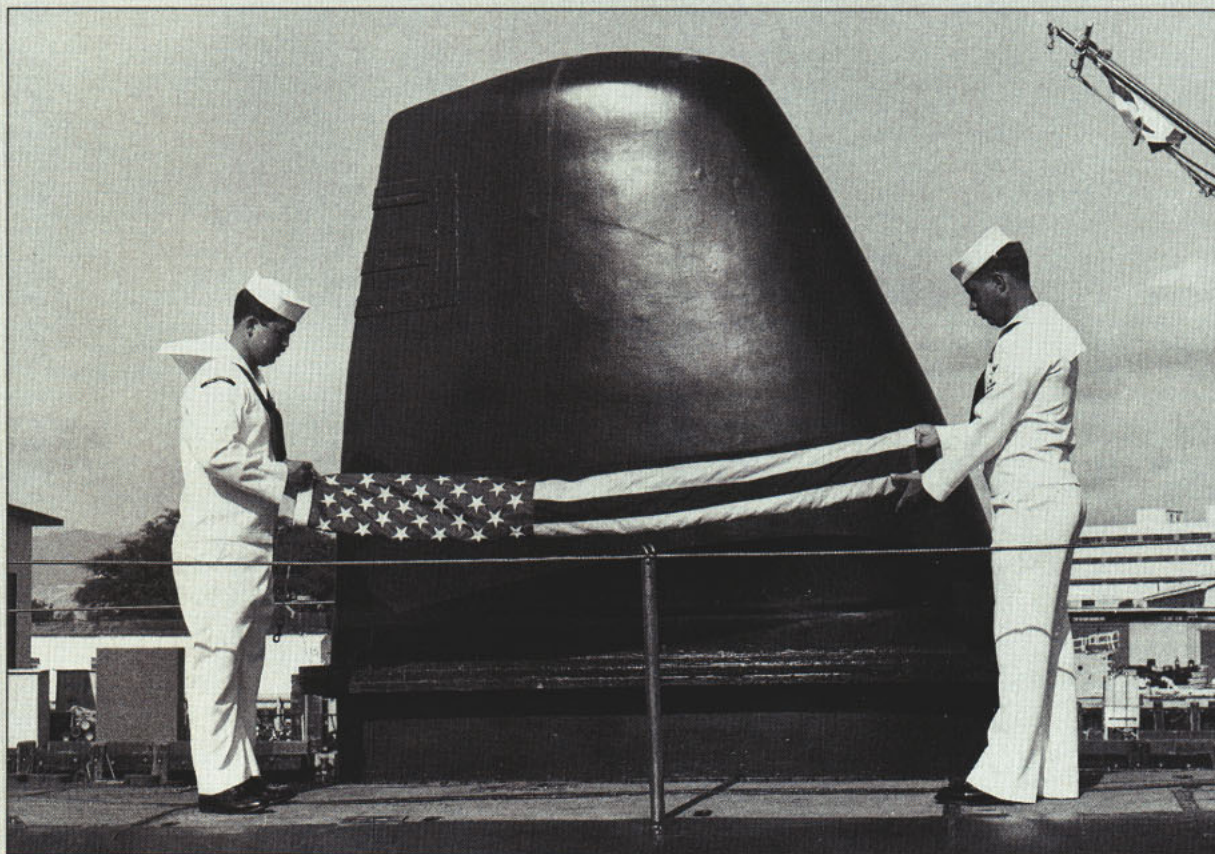
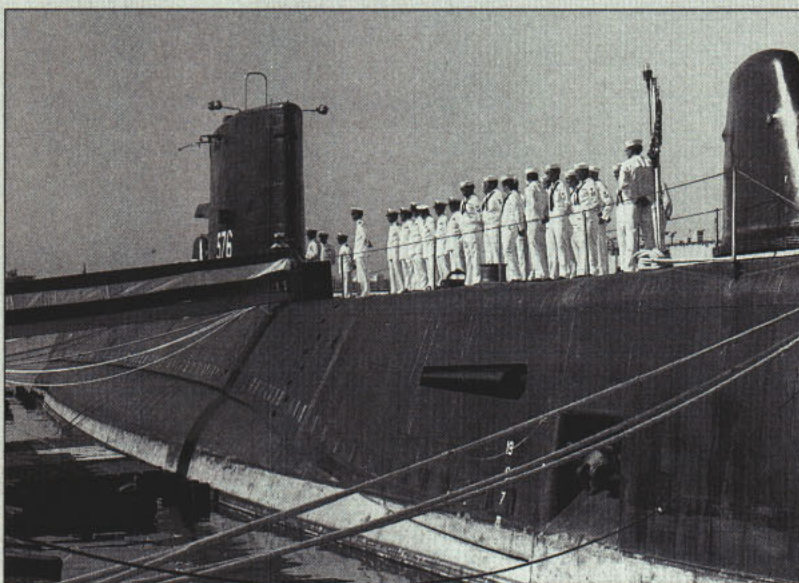
Darter also served proudly for more than 30 years. At construction, *Darter* represented the state-of-the-art in submarine design. The sub served in both the Atlantic and Pacific Oceans and won numerous Battle "E" awards.

Both *Barbel* and *Darter* leave the active fleet after distinguished service to the national defense. The men who watched as these subs were silently retired have followed in the long line of submariners who rode these boats since the beginning of the submarine force. Even as the ranks of the diesels have thinned to just one remaining, the men who served on them will remember "diesel boats forever." □

Bosco is assistant editor of All Hands. Clarke is assigned to PAO, Submarine Force, U.S. Pacific Fleet.



Left: Crew members leave the decks of USS *Barbel* for the last time. Below: Sailors man the rails of USS *Darter* during her decommissioning ceremony. Bottom: Shipmates give a final goodbye to *Darter*.



Quartermasters

Navigating the world's waters

Story by JOSN Monica Miles, photos by PH3 Thomas Witham



Sailors have been navigating the world's waters since before history was recorded. The voyages made by the ancient Greeks and Phoenicians were the first to be recorded. These sailors laid the groundwork for the knowledge and techniques that U.S. Navy quartermasters use today.

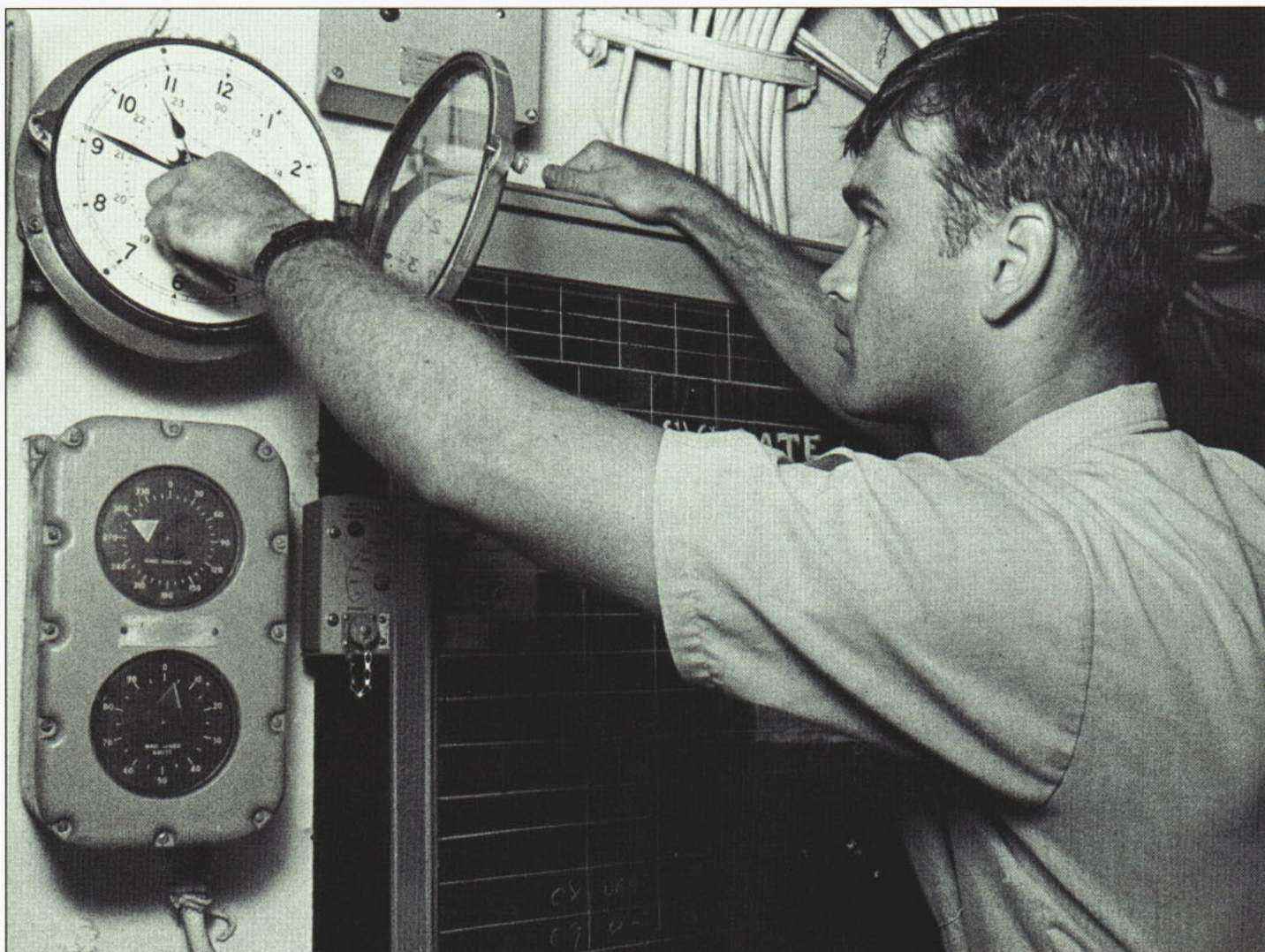
The Navy's primary mission is to establish and maintain control of the seas. QMs are needed to help fulfill this mission. They make sure ships arrive on time and are ready to carry out their mission. QMs are needed for all naval operations at sea.

"The captain did the navigating when a ship set out on a voyage in the ancient times," said Chief Quartermaster (SW) Michael J. Demers of USS *Pharris* (FF 1094). "He used a navigational aid called the sextant. The captain didn't share his knowledge of using the sextant with his crew because this eliminated the possibility of mutiny." Sailors couldn't afford to mutiny because they didn't know how to navigate.

However, because of the complexity of navigation in today's Navy, the captain of a ship cannot navigate a ship alone. He has too many responsibilities and he relies on his navigator, who is an officer, and QMs.

A sextant is used by a ship's navigator and quartermasters for celestial navigation. It is a hand-held instrument used to measure the angle of the sun or a star above the horizon and with other calculations is used to determine distances.

The QM rating has been around

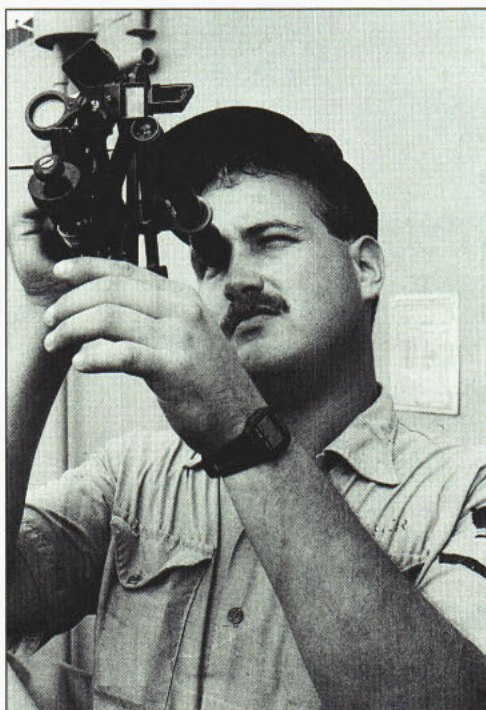


nearly as long as the U.S. Navy itself. According to Demers it is the third oldest rating in the Navy.

Sailors attend QM "A" school in Orlando, Fla., for eight weeks following boot camp. "QMs must have a love for adventure of the sea because they spend most of their time at sea," said QM1 David Shaffer, QM's E-5 and below detailer.

A QM plots courses, steers ships, assists the navigator by taking radar bearings and ranges and making celestial observations. QMs also have a practical knowledge of meteorology. This is usually the job of an aerographer's mate, but on smaller ships this is the QM's responsibility.

QMs are also responsible for knowing the navigational "rules of the road."



Preceding page: QM3 Fisher navigates using a compass aboard *Farragut*. Top: QM3 James M. Buchanan adjusts a clock on *Farragut*'s bridge. Left: Fisher takes a reading with sextant.

Quartermasters

"There are international rules of the road and inland rules of the road for the safety of lives at sea, just as there are on our nation's highways," said Demers. These rules include lights and shapes that should be shown in a specific circumstance, whistle signals, rules of steering and sailing and overtaking another vessel.

"Our navigational publications and charts are based on a periodical called *Notice to Mariners*," said QM3 Gerald Fisher of USS *Farragut* (DDG 37). "This periodical announces new charts and publications, new cancellations and editions and changes to nautical charts and publications."

Quartermasters are also responsible for maintaining the ship's

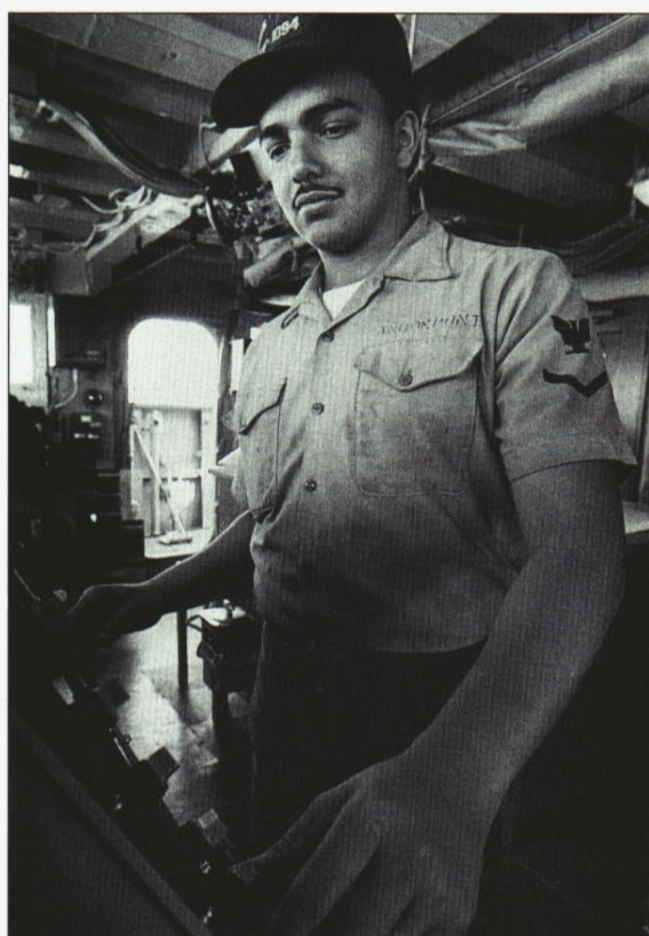
chronometer. Before the age of radio time signals, chronometers were the only way to keep accurate time aboard ship. The first chronometers were the sole method for ships on long voyages to accurately determine longitude. Today, use of these precision timepieces includes making it possible for ships to rendezvous at exact times.

Quartermasters will always be needed to assist navigators. They are key personnel on any Navy ship. QMs make it possible for the Navy to carry out its mission. □

Miles and Witham are assigned to Fleet Imaging Command, Atlantic, Norfolk.



Photo by PHT Gordon A. Wilcox



Top: Compass and deck log are the quartermaster's tools of the trade. Above: Crew member charts the ship's course aboard guided missile cruiser USS *Jouett* (CG 29). Right: QM3 Norman J. Andrepont takes radar reading aboard *Pharris*.



Left: Plotting the ship's course. Below: QMC(SW) Demers synchronizes chronometers aboard *Pharris*.





Photo courtesy of National Archives

Home at last

World War II airmen lost in battle are found.

Story by Mike Campbell

On April 26, 1989, three Navy men were laid to rest at Arlington National Cemetery. The group ceremony received no media attention, but the improbable circumstances surrounding their deaths and final disposition certainly merited it. Reaching across 45 years to a tiny, uninhabited island in the Republic of Palau in the war-torn South Pacific, their story is inextricably linked to the man most responsible for its conclusion — LCDR Richard J. Bergren.

Bergren was the U.S. Naval Forces Marianas aviation operations officer on Guam in January 1988 when he learned that aircraft wreckage and human remains had been discovered on a small rock island south of Palau's capital of Koror. A Palaun fisherman had chanced upon the site and led a local State Department official and a team of Seabees to the island, where they found a set of dog tags, bone fragments, aircraft wreck-

age and other items.

The dog tags belonged to Radioman 2nd Class Louis James Summers. Summers' rating was not on the dog tags, however, and early civilian reports identified him as a pilot.

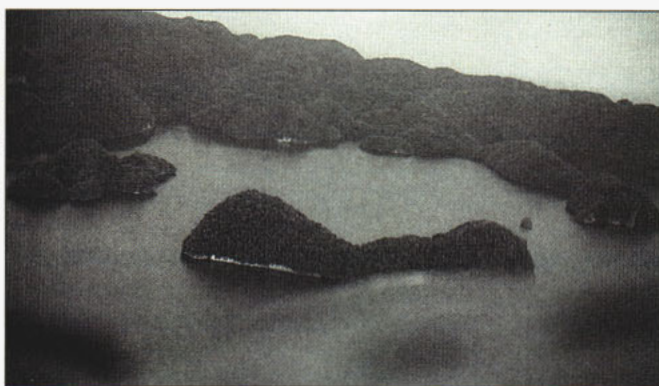
RADM T.J. Johnson, commander Naval Forces Marianas, quickly dispatched Bergren to lead a five-man recovery team. The agency normally responsible for recovery and identification of remains in the Pacific area — the U.S. Army Central Identification Laboratory at Fort Shafter, Hawaii — could not immediately provide a team, but did send a representative. When the lab suggested that the remains be returned to Hawaii via commercial air, Johnson vehemently objected. "They went over there in a Navy plane, they'll come back on one!" said Johnson, who sent his personal C-12 on the mission.

The recovery team flew to Palau,

then proceeded to the crash site by small boat. Composed of weathered limestone and covered with vegetation, the uninhabited island — one of hundreds that dot the Republic of Palau — has no real shoreline and rises vertically out of the water. The island's base has been undercut by wave action, giving it a mushroom-like appearance. Two camel-like humps of 75 and 60 feet dominate the land mass, which Bergren described as "not much bigger than a few average-size houses put together."

The team found several pieces of wreckage, including a piece marked with a six-and-a-half-inch number "8." But only after Bergren and the C-12 pilot donned scuba gear for the off-shore phase of the search did the plane's identity become clear.

"We determined that it was a Grumman TBF or TBM *Avenger* by the shape of the wing. The left wing was pretty much intact on the bot-



Opposite page: Smoke rises into the sky from burning Japanese troop ship *Nagisan Maru*. This photo appeared in May 1944 issue of *Bureau of Naval Personnel Information Bulletin*, which later became *All Hands* magazine. Left: An aerial view of the tiny island where Jenkins and his crew were found after 44 years. Below: LCDR Bergren displays recovered wreckage. The torpedo-bomber's tailhook (foreground) is now at the Naval Aviation History Museum in Pensacola, Fla.

tom of the ocean, about 40 yards from the island," said Bergren. Nearby they found the engine, which Bergren described as "a solid hunk of coral. You can only tell it's the engine by going underneath it and looking up and seeing some of the cooling vanes and gears."

After identifying the aircraft, the recovery team knew it was probably looking for three bodies. The Grumman TBF/TBM normally carried a crew of pilot, radioman and gunner. Using the ancient art of dowsing, Bergren began looking near the spot where the first search team had found remains.

Dowsing is the use of a divining rod to detect the presence of water or ore, but Bergren said human beings also possess a strong magnetic field, which remains after death and decomposition. But instead of the traditional divining rod, Bergren used two straight clothes-hanger type rods extending two feet and bent at 90 degree angles to form handles of about eight inches. He explained that the rods will cross when they pass over such fields, and that he couldn't always be certain why the rods were crossing.

"But in this particular instance, every time we got a cross it was a body," said Bergren. "We could determine where the magnetization level was and then dig in there and get all the small bones."

At the end of the first day's search, Chief Hospital Corpsman Kenneth Thames, a mortician at Naval Hospital Guam, suggested that the remains were those of three bodies. None of the aircraft's weapons and few personal effects were found, thus



Photo courtesy of Fleet Imaging Center, Guam

Bergren wrote in his report that "while it is only conjecture, the investigating team believes that the lack of weapons, parachute hardware ... and other personal effects indicates that the site was stripped soon after the crash occurred."

"It was miraculous that we found these guys at all — that they were thrown off on land and didn't go into the water with the airplane," said Bergren. "Had they crashed into the water, I don't think there would be any remains left."

The bodies were sent to Fort Shafter for identification. A year later, the identification lab officially confirmed the recovery of all three airmen. Found besides Summers were LTJG Jarrel Scott Jenkins and Aviation Machinist's Mate 1st Class Thomas B. Conlen Jr. Like most who give their lives in war, they were young. Jenkins, 24, was the oldest; Summers was 23, Conlen, 19.

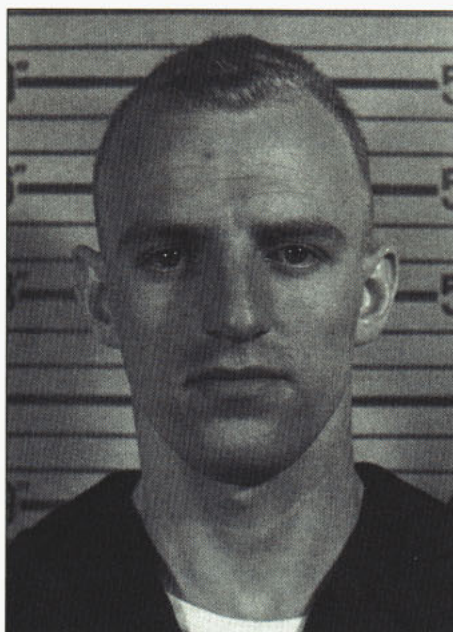
Bergren was transferred to Naval Military Personnel Command, Washington, D.C., in February 1988, but his link to the fates of Jenkins,

Conlen and Summers would lead to a surprising discovery. He remained fascinated with their story, and sought to learn all he could about their final moments. At the Naval Historical Center, he pored over obscure World War II microfilm records of battle reports, and eventually reconstructed the events leading to their deaths.

The records show that on March 30, 1944, a Grumman TBM-1C *Avenger* Torpedo-bomber was one of several aircraft the light carrier USS *Cabot* (CVL 27) sent to fight in the successful U.S. raid on Japanese shipping in the Palau Islands, located about halfway between Guam and the Philippines.

Bergren said the *Avenger*, piloted by Jenkins, was the second of three TBMs to dive on the Japanese troop ship *Nagisan Maru*, which was attempting to camouflage herself by nestling against the island:

"The first plane got a hit and pulled out, then the second plane, which these guys were in, got two direct 500-pound bomb hits on the ship, according to the reports. From what



U.S. Navy photo

we know, they were then hit by anti-aircraft fire, rolled wing-down right, snagging their right wing at the lowest point between the two humps, and the plane cartwheeled. There's not much space on the island to go down on, but these guys were dumped off right down at the very bottom shelf. The airplane continued to go out into the water. They probably were all killed on impact." Bergren was able to put his account together by combining his on-site findings with the battle reports.

But he never imagined what he would yet uncover. While leafing through old magazines at the Historical Center, Bergren came across a photograph in the May 1944 *Bureau of Naval Personnel Information Bulletin*, which later became *All Hands* magazine. Captioned "Results at Palau," the photo shows smoke billowing from two Japanese ships with a group of mushroom islands in the background. It was enough to send him scurrying back to battle reports and maps of the area.

"I recognized the island and compared it to the maps. I'm sure that the people who took this photo would have been the third plane around," said Bergren, displaying a copy of the page with the photo. "That's normally what they would do: go and bomb and then take photos as they came around. It had to have been them. This is the island



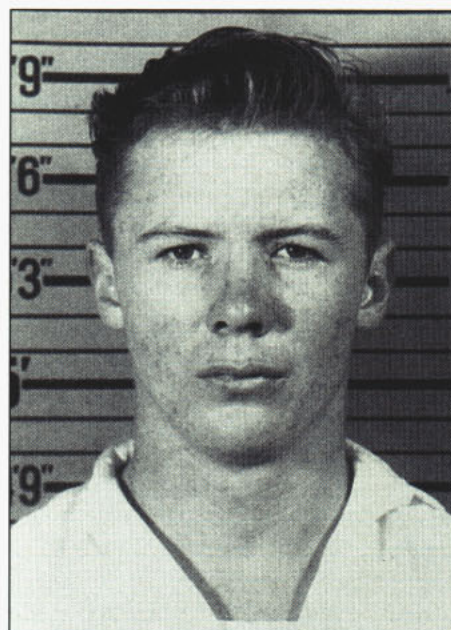
U.S. Navy photo

right here and all this smoke is from the ship that was hit. According to all the reports, these men went in, got two hits and disappeared into the smoke. The third airplane never saw them pull out; they were the only plane *Cabot* lost that day. They were missing in action and stayed missing until we found them in 1988."

The United States officially declared all World War II MIAs dead in 1946. Jenkins, Conlen and Summers are the first who took part in the Palau-Yap-Woleai raids to be found since then.

The search for the airmen's surviving relatives is another amazing story in itself, filled with all the weird twists and turns, false leads and dead ends one would expect to encounter when trying to track relatives of men dead for 45 years. Retired LCDR Thomas R. Legett (see story Page 39), who had known LTJG Jenkins during the war, had the quickest results, locating Jenkins' wife and son within a month of his recovery. Bergren, concerned by the Navy's failure to find the enlisted men's survivors after a year of trying, personally joined the search and eventually succeeded in finding Summers' wife and daughter

Far left: Aviation Radioman Louis James Summers was incorrectly identified as a pilot in early wire service reports. Left: LTJG Jarrel Scott Jenkins, pilot of the TBM-1C *Avenger* Torpedo-bomber was shot down in action on Palau, March 30, 1944. Below: Aviation Machinist's Mate 1st Class Thomas B. Conlen was known by his peers as a cheerful, well-liked individual.



U.S. Navy photo

and Conlen's sister. He joined them all for the funeral at Arlington last April.

"I had the privilege and opportunity to see this thing through all the way from the very beginning, from the time we dug up the first bones until the time we buried the remains at Arlington," said Bergren.

"I got to feel after a while that I knew these guys personally. Jenkins was given the Distinguished Flying Cross for his part in that raid; Conlen and Summers each had six or seven medals apiece from the different campaigns they were in. These men were basically heroes. They're just the kind you don't hear about." □

Campbell is assistant editor of Navy Editor Service, Navy Internal Relations Activity, Washington, D.C.

Shipmates remember

Story by Mike Campbell

The identities of the three airmen found after 44 years on a tiny rock island in the Palau chain were revealed to the Navy through a curious series of events. In January 1988, news of the discovery of World War II aircraft wreckage and remains on Palau traveled fast. A local official immediately sent a message to Washington, D.C., while a civilian reporter on the island broke the story to wire services that Radioman 2nd Class James Louis Summers had been found. But Summers' rating was not on his dogtags, and the reporter incorrectly identified him as a pilot.

Back in the states, retired LCDR Thomas R. Legett was relaxing over a Sunday breakfast and newspaper in his suburban Dallas home when he heard the announcement on TV. "I said, 'Heck, that's not correct,'" recalled Legett, who was a chief aviation radioman in Torpedo Squadron 31 aboard USS *Cabot* (CVL 27) in 1944. "Those guys had found the wreckage of [LTJG Jarrel Scott] Jenkins' airplane, which Summers was a radioman in." Legett called the Navy the next day and identified his three former shipmates, but the information didn't reach Bergren until the recovery team had completed their mission.

Legett, who earned a Distinguished Flying Cross for his aerial photography during the Battle of the Philippine Sea, also known as the "Marianas Turkey Shoot," knew the three airmen well. He met Jenkins when VT 31 was formed in Atlantic City, N.J., in 1943, and estimated the pilot had about three months of combat experience prior to the Palau raid.

"Jenkins was a very personable, tall, handsome young man," said Legett. "He was a well-liked, outgoing individual — quite a good torpedo-

plane pilot and well thought of by everybody in the squadron."

Legett said Aviation Machinist's Mate 1st Class Thomas B. Conlen, whose remains were also found, was



U.S. Navy photo

Chief Aviation Radioman Legett (right), flew in this *Grumman* TBM Torpedobomber with LT Edward E. Wood (top), VT-31's commanding officer and Aviation Machinist's Mate 2nd Class Ira F. Bewley from USS *Cabot* (CVL 27) in 1944.

"a very cheerful, happy-go-lucky kind of individual, well liked and lots of fun. He was a very good turret gunner, and always talked about Rhode Island and his family. He was very proud of being from up there." Legett recalled Summers as a "rather quiet kind of individual," but added that he was also liked by his peers.

Of the three pilots who dove on the *Nagisan Maru* that March day in 1944, only LTJG Roderick P. McChesney survived the war. Now living in San Clemente, Calif., McChesney said he couldn't recall much about Conlen and Summers, but he remembered Jenkins well.

"He was a superior pilot and an aggressive pilot and maybe that was not to his advantage in a situation like that," said McChesney. "He

always followed me very closely and he was a good formation flyer and wanted to do the best job he could. He was a good one."

McChesney's memory of the Palau raid after more than 45 years was brief but succinct: "It was a clear day — I remember that. We had been assigned to this area and I remember seeing the ship down there. It was right next to the island and we made our glide-bombing run. We had four 500-pound bombs, dropped them and got out of there as fast as we could. As for Jenkins' plane, I didn't see anything and nobody in my plane saw anything either." Official battle records show that McChesney scored one hit on the troop ship and Jenkins two.

The third plane, which took the photograph that appeared in the June 1944 *Bureau of Naval Personnel Information Bulletin* (now *All Hands*), was piloted by ENS Donald Hornberger, who was killed on Aug. 4 of that year during a daring attack on a Japanese destroyer.

On that raid, Legett was the radioman in the lead plane; Hornberger was the wingman.

Legett later became McChesney's radioman when VT 31 was reformed and attached to USS *Belleau Wood* (CVL 24) in the spring of 1945. He estimated that he participated in 40 World War II combat missions.

Legett was commissioned as a naval flight officer during the Korean War while attached to USS *Essex* (CV 9). "The oldest, baldest ensign in the Navy, I thought," recalled Legett. He retired in 1972 after 28 years of service. □

Campbell is assistant editor of Navy Editor Service, Navy Internal Relations Activity, Washington, D.C.

Alive and kicking

Navyman's dedication to sport influences recruits in training.

Story and photos by JO2 John Joseph

For all sailors, being the best requires a lot of hard work and dedication.

Aviation Structural Mechanic 1st Class Vincent D. Martinez is no exception. Spending long hours with recruits and training for professional competition is a daily routine for this 13-year Navy veteran. It's his desire for excellence that's given him world-wide recognition.

Martinez is assigned as a company commander at the Recruit Training Command, San Diego, Calif. He also reigns as the World Karate Arts Associations' World Middleweight Kickboxing Champion, sporting an impressive record of 87 wins, three losses and two draws.

Martinez said working as a recruit training company commander is a 24-hour-a-day job, but it's "recruit drive" that motivates him and his company to be the best.

"I've had four companies so far and it's been a lot of fun," said Martinez. "I use the trophies that I've won in competitions to inspire my companies to strive for excellence.

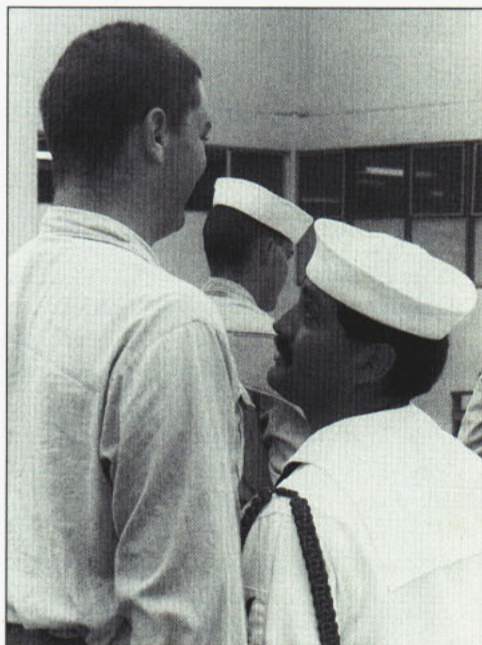
"When the company does poorly in

an inspection or drill evolution, they [recruits] sometimes get real quiet and have their heads down, and that's when I'll yell at them," said Martinez sternly.

"I'll tell them to get those heads up and put those shoulders back, because that's why I brought these trophies into the company, so you can see that I can do both — be a champion and be a leader," he continued. "I let them know that nothing comes from easy work and that you can't give up, because there's always someone after you. So when they get like that I'll ask, 'What powers our company?' And they'll say, 'Recruit drive, sir — and that's what we go by!'"

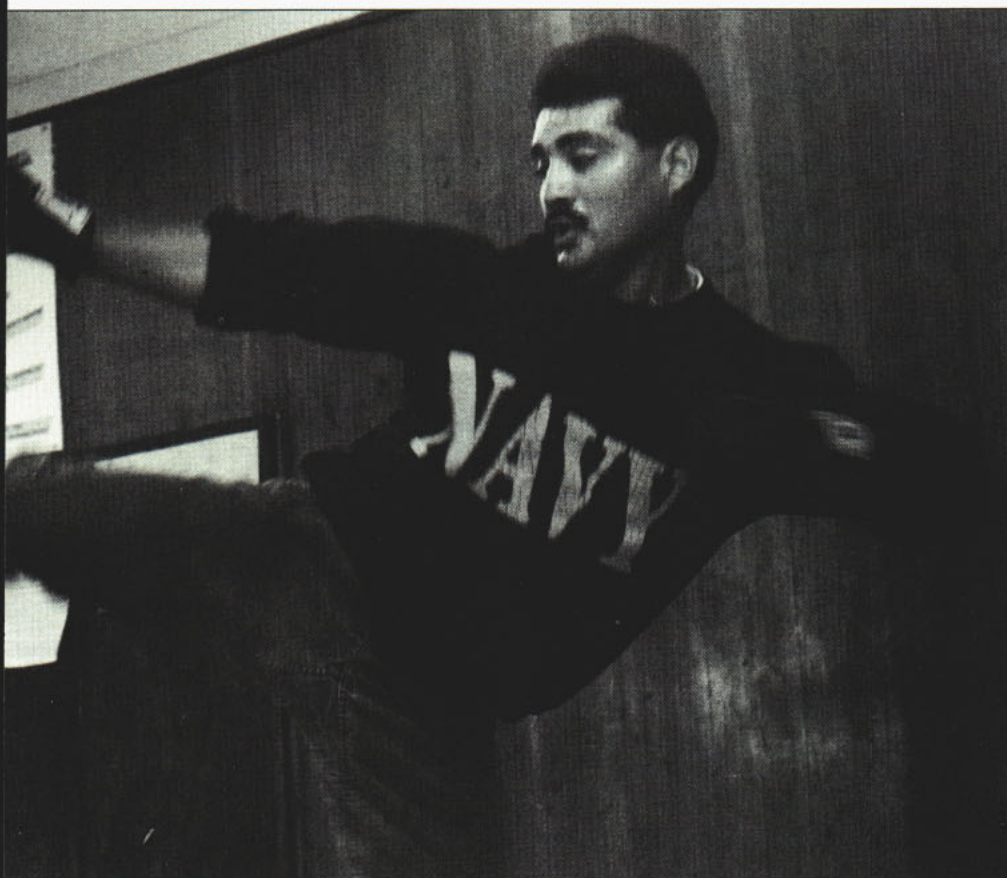
"Petty Officer Martinez makes our physical training fun," said Seaman Recruit Salvador Lightbourn, a recruit in company 271. "He doesn't pressure us, and he lets us work on our own. He teaches us some of his moves and really gives us a good workout."

"I'm really proud to be a member of his company," said SR Eric R. Eusebio. "He treats us like everyone's the



same in the company, and he teaches us all we need to know about the Navy."

Although he admits being a recruit training company commander is challenging, Martinez said he somehow finds the time to continue his training, allowing him to be competitive when defending his title against



Top left: Martinez practices his kicking techniques. Bottom left: The 13-year Navy veteran sizes up one of his recruits at Recruit Training Command, San Diego. Below: Martinez is the current World Karate Arts Association world middleweight kickboxing champion.

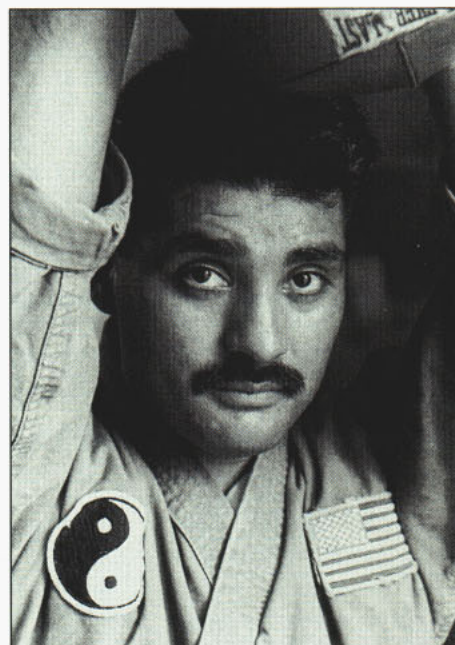


Photo by Ronald W. Erdrich

world-class contenders.

"Sometimes it's very challenging," said Martinez. "I am the only company commander that teaches my recruits self defense and that motivates them a lot, as well as keeping me in shape."

"I train at least three times a day, and I'll usually have my company with me. We run in the morning and afternoons and I work out on my kickboxing fundamentals in the evenings, so I keep pretty busy."

Although a professional for only the past eight years, Martinez has had over 200 amateur fights, and it was his domination in the amateur ranks that led to his professional kickboxing career and his enlistment in the Navy.

"I started in amateur karate, which is a form of kickboxing, about 13 years ago, and I basically dominated the blackbelt lightweight division," said Martinez.

"My instructor taught me everything he could, and the sport was just natural for me," he continued. "After learning everything I could from him, I was really hungry. I still wanted to

learn. One day he told me to do the ultimate, to do what's best and go where the sport originally started, which was overseas. That's when I joined the Navy."

As world champion for almost a year, Martinez admits the money, fame and attention hasn't really sunk in yet, and being a world champ means handling a lot of responsibilities.

"I've defended my title four times so far, but it still hasn't struck me that I'm the world title holder," said Martinez. "When you win a world title you inherit a staff of 104 people who handle everything from personal finances to promotions for your other fights. That's something I didn't realize. It's not just myself, a coach and a belt. It's incredible."

Martinez most recently defended his kickboxing title successfully against the North Atlantic welterweight champion from the United Kingdom. The fight was held in Atlantic City, N.J., and guaranteed him \$1.5 million.

Martinez is the first to admit that money is great, but striving to

become a Navy chief petty officer and a karate instructor is his main focal point.

"I'm not used to the money yet," said Martinez with a smile. "It's nice to be able to buy nice things, but I really don't live that kind of lifestyle. I still survive on my Navy pay and have plenty left over at the end of each month."

"I'd like to stay in the Navy, and someday teach karate in the Navy. I also like the fact that my goal is to become a chief petty officer. It's a hard task and a lot of people can't do it, but with six years left I think I have a good shot at it."

Summing up his personal winning philosophy, Martinez said of himself, "I'm not a quitter, and I think that's what it's all about. Who knows, I might make master chief." □

Joseph is assigned to NIRA Det. 5, San Diego.

HM's research helps people

Story by JO1 Dennis Everette

Medical research to benefit sailors takes place every day. Chief Hospital Corpsman Melvin Benjamin is involved in it — usually he monitors the subject, but sometimes *he's* a subject in projects at the Naval Aerospace Medical Research Laboratory, Naval Air Station Pensacola, Fla.

NAMRL is a human performance laboratory that develops physiological and psychological tests to evaluate performance of the human body *with* some form of stress — cold, heat, visual distraction, information overload or anything else an aviator might experience — then compare it to the same test *without* stress to help the human body adapt and perform better during demanding flight operations. Benjamin is excited about being a part of it.

"What we're doing here will benefit a lot of people in the future," said Benjamin. In its research, NAMRL tests healthy people to benefit the aviation community later on.

"Right now we're doing a project on sustained flight operations," said Benjamin.

In this study, Benjamin is working with active-duty and civilian Navy research psychologists and scientists in a study to test what affect drugs have on pilot's mental and perceptual performance.

The participants are kept awake 14 hours a day for five days and run through simulated flight programs similar to what they'd do in a fleet operation. Test subjects first do the program without specially chosen drugs and then try it with them, along with a special diet to see whether the drug enhances or slows down their performance. They are under the close supervision of a Navy



Photo by Jim Bryant

medical officer at all times.

Benjamin said NAMRL is a special place to work. "You may pick up a science or medical magazine and read about a medical breakthrough or invention to revolutionize what we do in the future," he said, "but few people are fortunate enough to be a part of what you read about."

Getting participants for an experiment can be difficult, so sometimes Benjamin has to "sell" research to aviators to get enough volunteers.

"I say time is a small price to pay for improving the future of their brother pilots who come after them," he explained, "if they [present pilots] contribute to making things better for themselves. Basically, I just give them an honest heart-warming talk."

HM3 Ernest Collins admires Benjamin's hard work.

"He's not a micro-manager," said

HMC Benjamin talks to Marine Corps 2nd Lieutenant Jack White about a gravity force test.

Collins. "He puts a lot of trust in us to get the job done. He cares about the people doing the job."

"I knew I was coming to a research laboratory," Benjamin said, "but I still thought it would be in a dispensary or clinic within NAMRL. I had no idea I'd be involved in research."

"It makes me feel good that I can be part of something that's going to actually help a lot of people and make it better for them at some point in the future," he said. "Even though I'm not working in a sick call situation, it's still part of being a corpsman because I'm helping people." □

Everette is a writer assigned to All Hands.

Bearings

'Mike 8' can light the way for NASA's space shuttle landing

It may not win a beauty contest, and it's a far cry from state-of-the-art. It's certainly not what you'd expect to be used in conjunction with NASA's space program. But when Naval Station Pearl Harbor, Hawaii, renovated a Landing Craft Mechanized 8 or "Mike 8" boat, they used their imagination and practicality, and saved the government dollars.

This renovated boat is officially called an Aimed Point Indicator Lighting System support craft, which functions as a platform for lights which can guide NASA's space shuttle, if it ever makes an emergency landing in Hawaii. APILS, which is ready at the time of each shuttle launch, was created when NASA initiated steps to increase safety within the space program. In effect, APILS will become a beacon for the shuttle.

"If the space shuttle has to make an emergency landing in the Pacific Ocean, the boat will provide a lighted geographic reference point that the shuttle will use to line up with the runway at Hickam Air Force Base," said LT Steve Gagne, project officer at Pearl Harbor's Service Craft Division. "APILS can transport lights that are

visible for six miles during heavy seas."

While the boat belongs to the Naval Station, the lights belong to NASA's Manager's Space Transportation System Contingency Support Office, a DoD agency that supports space shuttle launches and landings worldwide. They feel that Hickam AFB is a prime site for safe landings day or night.

"We were seeking safe, augmented sites for emergency landings in the Pacific area," said Air Force Lieutenant Colonel Dennis Malbon, Kennedy Space Center. "We discovered that Hickam is capable of providing ample rescue support, medical personnel and other emergency sources for a transoceanic abort landing," Malbon said. "But, it does not have a runway that is long enough to provide the erection of APILS lights."

Building a permanent lighting structure in the middle of the harbor was considered," Gagne said, "but the cost was too prohibitive."

The next consideration was to mount the APILS lights on a barge. The idea was scratched because the location for the lights in the harbor

— exactly 6,500 yards from the AFB's reef runway — was not deep enough to allow tugboats to move the barge. "It would have involved too much manpower," Gagne said. So, a plan was devised to customize a craft that could become a platform for the lights, that could easily be moved and stored, and would not be a huge expense. Naval Station personnel recommended modifying a barge-like craft usually used for beach landings.

With approved plans in hand, they started renovations on a 24-year-old LCM on March 3, 1989. By the time the 18-person crew completed the work on April 27, they had completely gutted the craft, overhauled four engines and modified the electrical system. They managed to preserve the hull, topside and interior, design and install special mooring lines and modify navigational lights for the boat's special operations.

From the front side, the boat still retains the look of a landing craft of sorts. It's gray in color and the engines purr like a cat. And, it's manned by Navy personnel.

But it turns a few heads in the harbor because it has been shortened in length — originally it was 73 feet long, now it's 60 feet long. APILS carries eight lights that also draw second looks from sailors. The lights are 14 inches in diameter and capable of generating one and a half million candle power each.

"It's the only boat in the Navy, or anywhere else, with a mission like this one," Malbon said. "We've tested the concept at the Kennedy Space Center and we're sure it will adequately perform the job that's required." ■

—Story by JO1 Gayle Colasurdo, PAO, Naval Station Pearl Harbor, Hawaii.



Photo by HT3 Ed Cooley

Bearings

Sailors revisit roots of democracy in Revolutionary War

Little more than 200 years ago, George Washington, a Virginia gentleman, lead a ragtag army to defeat the world's greatest power of the time — Great Britain.

Delaware Valley served as a backdrop for many of the famous battles in which that army won our independence from the British Crown. The recounting of such famous battles as Brandywine, Trenton and Germantown lead Boatswain's Mate 3rd Class Rose Cunningham to join her husband in what has become their favorite hobby — reenactment of Revolutionary War battles.

"My husband has been interested in history as long as I've known him," said Rose, a reservist assigned to Fleet Intelligence Rapid Support Team Europe, Atlantic, Willow Grove Naval Air Station, Pa. "For years, he dragged me from fort to fort and battleground to battleground explaining little-known facts about each place."

Aviation Boatswain's Mate Aircraft Handling 1st Class Mike Cunningham is assigned as an instructor at Naval Air Station Lakehurst, N.J. A 16-year Navy veteran, Mike said that his interest in the Revolutionary War goes back to his high school American history classes.

The Cunninghams have been participating in reenactments for more than a year. "This is the first time we've been able to be part of a reenactment group," said Mike. They currently reside in Navy housing at Lakehurst, with their three children: Joe, 13, Chris, 5, and Jennifer, 4.

The Cunninghams "signed on" with the 2nd New Jersey Regiment's Lowery Company in November 1988. The original Lowery unit fought dur-

ing most of the Revolutionary War.

"There are a lot of little details in the battles that we try to focus on," said Mike, who is an avid reader of Revolutionary War history.

"Different books give a little different perspective of each battle or event," he continued. "The winners and losers always stay the same, but different researchers focus on different things."

During the past year they participated in a number of reenactments from Ridley Creek to Washington's Crossing. "I guess you could say we're old veterans since we've been in several battles," said Rose, who graduated from "camp follower" to "soldier" in April last year. "I wanted to be where the action was. You may not know it, but back during the Revolution many women fought right

alongside their husbands."

To become a soldier in Lowery Company, each candidate must attend soldiering school taught by the regiment. In the school the reenactors learn the colonial manual of arms, battle marches, battle tactics, how to dress, how to load their muskets and how to "die" in battle.

The Cunninghams usually take their children along. "My children have never done any other kind of camping," said Rose.

"Our five-year-old and 13-year-old are both couriers. They carry messages back and forth between the camp and the unit. And, the little one stays around camp," she added.

Everyone who participates in the encampments and battle reenactments must dress in appropriate attire of the period. All the cloth materials used in making the clothing are reproduced to the original standards without use of blends.

Along with the encampments and reenactment battles, the unit holds a monthly technical meeting to discuss upcoming events and hold training sessions.

"We are bringing history to a public that really doesn't know of the hardships suffered when our country began," she said. "We try to dispel some of the myths and rumors that surround that time and just present factual material."

Besides being a spouse, mother, Navy reservist and Revolutionary War soldier, Rose is also a civilian security assistant for the Navy at NAS Lakehurst. "If I stopped and thought about everything I did, I'd probably go into overload," she said. "So, I just do it." ■

—Story by JOC(SW) Rich Beth, PAO, Naval Air Station, Willow Grove, Pa.



U.S. Navy photo

BM3 Cunningham and ABH1 Cunningham in full Revolutionary War battle dress.

TAR aboard *Lady Washington* sails Puget Sound waters

Brisk winds of the Pacific Northwest billow the great sails on the sleek two-masted rigger. Rushing over the waters of Puget Sound, the crew of the classic ship struggles with the rigging from their precarious spots atop the masts.

Lady Washington, one of the first ships to have entered the waters of the Sound, has returned — at least somewhat.

"This is really of great historical importance," said Aviation Structural Mechanic 1st Class Larry Elrich, "especially to the people up in this area."

Elrich, a TAR with the Naval Air Reserve at Naval Air Station Whidbey Island, Wash., recently spent time on the newly-built replica of the 18th century *Lady Washington* as it

cruised Puget Sound on its maiden voyage.

His first time on such a ship was "exhilarating and thrilling," but it wasn't without a few scares.

"While we were in the Pacific, we ran into a pretty bad storm," he said. "We weren't at all worried about the ship holding up, but you consider that low body and high masts — there's no doubt we were going to get tossed around, and we did."

A long-time fan of old sailing ships, Elrich described the experience as a "kid's dream come true."

The trip Elrich took ended in Aberdeen, Wash., on the Fourth of July as part of Washington state's centennial celebration last year. This was the perfect end to a perfect trip, according to Elrich.

"We sailed into port on the fourth," he said, "and fired charges from three-inch cannon and had a flag flying. It was fantastic."

The ship, said Elrich, is the first of two replicas being built as part of the Historic Seaport in Aberdeen. The second will be of *Columbia*, another exploratory vessel that was the first American rigger to travel the globe. The seaport will also have a historical museum.

The seaport is funded by various state and private investors as an attempt to attract tourism to Aberdeen.

"Tourists come through here all the time on their way to someplace else," he said. "Someone just said, 'Hey, why not get them to stop?'"

Elrich plans to continue his involvement with this project through the building of *Columbia*. "I want to work with this from keel up," he said. "In the end, I expect to feel toward *Columbia* as these others feel toward the *Lady*."

Elrich hopes to be a crew member for the new *Columbia*. He expects the second ship to be finished in roughly two years. By then he plans to be retired from the Navy and to devote his time solely to the project.

"Working with the historical seaport, I know there'll always be something different to do," Elrich said, "whether it's working on the ship, giving tours or working in the museum."

When Elrich's tour at Whidbey ends he plans to stay in Washington.

"With mountains on one side and the ocean on the other," he said, "you've got everything." ■

—Story by JO3 Damon Hammer, PAO, Naval Air Reserve, Naval Air Station Whidbey Island, Wash.



Photo courtesy of Photo One, Westport, Wash.

News Bights

President George Bush has nominated ADM Frank B. Kelso II to serve as the Navy's next Chief of Naval Operations. If confirmed by Congress, Kelso will relieve the present CNO, ADM Carlisle A.H. Trost, on June 30.

A U.S. Naval Academy graduate, class of 1956, Kelso was Commander 6th Fleet from 1985-86. He commanded 6th Fleet during the March and April 1986 retaliatory strikes against Libyan targets.

Kelso is now serving as Supreme Allied Commander Atlantic and Commander in Chief, U.S. Atlantic Command. Prior to this tour he was Commander in Chief, U.S. Atlantic Fleet.

The proposed FY91 budget includes a three and one-half percent pay raise, continued military benefits, enlistment and reenlistment bonuses, special pay for critical skills and maintaining current training levels.

"We must continue to recruit and retain high-quality military and civilian professionals," said Secretary of Defense Dick Cheney of the DoD budget proposal, "emphasizing their well-being, training, quality of life and career satisfaction."

Secretary Cheney's commitment to people was echoed by Secretary of the Navy H. Lawrence Garrett III and Chief of Naval Operations ADM Carlisle A.H. Trost.

The DoD budget request for \$295.1 billion in budget authority is an initial step in the process that results in an approved budget for the fiscal year beginning Oct. 1, 1990. The proposal is subject to change as it moves its way through the legislative process.

Military safety improved throughout the 1980s according to the Assistant Secretary of Defense for Force Management and Personnel.

He stated that while occasional, tragic accidents receive the most attention, their frequency declined steadily over the past decade. For example, FY89 was the second safest flying year in history, a notable accomplishment considering the higher performance capabilities of new aircraft, more challenging missions and more rigorous training activities.

The Navy had a very successful calendar year in terms of safety, despite the unrelated string of accidents late in the year that led to the safety stand down in mid-November.

In fact, the Navy recorded its second lowest number of major accidents last decade and the lowest number of accident-related fatalities in three years. This doesn't

include the 47 sailors killed in the USS *Iowa* (BB 61) explosion, which an investigation found was caused by a deliberate act.

Chief of Naval Operations ADM Carlisle A.H. Trost, in an effort to improve the quality of sailors entering the Navy, has approved a revision to the Navy alcohol and drug policy.

The revision states that new recruits and naval reservists who test positive for THC, the primary intoxicant in marijuana, will be separated from the Navy as has been the case with those testing positive for other drugs. It also aims to reduce waivers to that policy. Waivers will be granted only if the individual testing positive for THC has unique and exceptional potential for successful naval service.

Recruiters will inform new recruits that they will be tested for marijuana use upon arrival at their initial training command.

"If a kid with that kind of foreknowledge still chooses to use marijuana, he's sending us a signal that he really doesn't want to be in our Navy and doesn't want to comply with our anti-drug efforts," said VADM Mike Boorda, Chief of Naval Personnel. "We don't want drugs in our Navy. That's the message of this change."

Dedication of a monument is set for April 8 in Portsmouth, N.H., in memory of the 129 sailors and civilians lost with the nuclear-powered attack submarine USS *Thresher* (SSN 563) in 1963.

Thresher was lost in April 1963 during deep-diving exercises about 200 miles east of Boston with 16 officers, 96 enlisted men and 17 civilian technicians aboard to observe her performance during the tests. After reaching her assigned test depth, *Thresher* communicated by underwater telephone to the submarine rescue ship USS *Skylark* (ASR 20) that she was experiencing difficulties. Garbled transmissions received 15 minutes later indicated that far below the surface things were definitely going wrong. Suddenly, listeners in *Skylark* heard a noise "like air rushing into an air tank" and then, silence.

United States Submarine Veterans have been leading fund raising efforts to help cover the costs of the monument.

Donations for the monument fund (make checks payable to "U.S. SubVets/*Thresher* Memorial") can be sent to: *Thresher* Memorial, North Conway Bank, P.O. Box 234, West Ossipee, N.H. 03890, Attn: Sally Smith, Manager. □

Mail Buoy

Facts on schools

Thank you for printing my article about Mayport sailors earning college degrees while on sea duty (September 1989 *All Hands*).

I note that someone (your copy editor? typesetter?) decided to make some changes to my article (my opening paragraphs, for instance). I understand that editorial license prevails, but there were a couple of errors that do need to be corrected. Namely, the two universities participating in the Navy Campus Contract Degree Program should have read: the University of the State of New York (which is located in Albany, N.Y.) and City University (which is located in Bellevue, Wash.) not as reported — New York State University and New York City University.

There is a State University of New York and a City University of New York. However, these two universities do not participate in the Navy Campus Contract Degree Program. Also, we are now known as Navy Campus, not Navy Campus for Achievement.

— Ray Carver
Navy Campus
Naval Station Mayport, Fla.

Superb flight

I wanted to write and tell you what a superb job [W.W. Reid, *All Hands* Editor] did on the article "Flight of the editor." I've been reading *All Hands* for a long time but I don't remember an article that was as insightful or captured the personal side of flight as did your article. I particularly enjoyed your description of the ride with Commander Montesano and the paragraph on the freedom of flight. You made it come alive.

If the article is any indication I surely recommend you get away from your desk more often. Keep up the excellent work.

— CAPT Charles Privateer
U.S. Special Operations Command
MacDill AFB, Fla.

I just finished reading your "Flight of the editor" story published in the December 1989 *All Hands* magazine and just had to write a quick note to express my appreciation for a wonderful story.

Mr. Reid, I thank you for taking me through the necessary training and letting me fly off the carrier's deck with you. I

only regret you didn't record this on your video ... I would gladly buy a tape.

Again, thanks for such an excellent story.

— CWO3 Clyde Cooper Jr.
USS *Kitty Hawk* (CV 63)
Fleet Training Center, Norfolk

• Mr. Reid's story, alas, was his "swan song" for *All Hands* — he has taken flight for new horizons, accepting a job with the Federal Deposit Insurance Corporation as editor of its monthly publication. — ed.

The '31-Knot' legend

I am writing in reference to your "Destroyer christened" and "Little Beavers' remember" article in the December 1989 *All Hands* magazine, number 873.

Both articles were well-written but they left me feeling just a bit confused. On Page 5, "the boiler bursting speed that earned him his nickname in World War II" and on Page 9 "Burke's ability to lead his squadron in spectacular dashes at high speed helped earn him the nickname '31 Knot Burke.'"

With interest sparked by the launching of the *Arleigh Burke* (DDG 51), I recently read the book *Destroyer Squadron 23, Combat Exploits of Arleigh Burke's Gallant Force* which was written by Ken Jones and published by the Chilton Company, book division. The book's Library of Congress catalog card number is 59-13446. On Page 245, it states that 31 knots was considered a "modest" speed for Burke's *Fletcher* class DDs. Fleet Admiral Halsey knew that the DDs were rated for 34 knots plus and used Burke's "modest speed" of 31 knots as the basis for a little joke.

As you can see, there is a conflict between the articles and the book. I was wondering if there is some way to verify which is correct.

— LTJG T.T. Posuniak
Topsham, Maine

• A bit of research reveals that ADM Burke's nickname came from a joke, but his speed of 31 knots was based on tactical know-how. In his dash to get to what would later be called *The Battle of Cape St. George*, then-CAPT Burke "drove his destroyers as fast as possible while still reserving fuel for

combat." (The Chiefs of Naval Operations, Edited by Robert William Love Jr., Chapter on Arleigh Albert Burke, by David Alan Rosenburg, Naval Institute Press, 1980.)

The book *United States Destroyer Operations in World War II*, by Theodore Roscoe (Naval Institute Press, 1977), explains Burke's *nom de guerre* this way:

"Burke was away from Hathorn Sound [to Cape St. George] with a celerity that let no moss grow under keel. He reported that his squadron would arrive at ... about 2200.... This and a subsequent report indicated that his destroyers were making 31 knots — a fact which brought an exclamation from CAPT R.H. Thurber, Halsey's Operations Officer and one-time squadron mate of the fast-moving Burke. According to one story, Thurber cried:

"Thirty-one knots! And he recently advised us he could make only 30 knots formation speed!"

"When Halsey's next order was dispatched it was [addressed] as follows: THIRTY-ONE KNOT BURKE...." — ed.

Thoughts on Navy spirit

Two contributors to *All Hands* recently received letters from retired ADM Arleigh Burke for their articles. The letters contained comments we thought our readers might find interesting, and offer the following excerpts. — ed.

To JOCS(SW) James R. Giusti:

"I have just read your interesting article, 'Destroyer christened,' that appeared in the December issue of *All Hands*, and deeply appreciate your kind words and understanding of a Navy man's appreciation of his shipmates. The Navy is a taut organization, and once a Navy man understands its spirit, he realizes its power and the interdependence on each other which is so important."

To LCDR James A. Harnar:

"Thank you for writing 'Little Beavers' remember' in the December issue of *All Hands*. It portrayed the understanding and complete trust that sailors must have in each other to accomplish what they do accomplish. The Navy has a spirit of understanding and mutual support that is unique. Nearly every action that is

Mail Buoy

accomplished is dependent on many people doing their best to make the action successful without orders."

— ADM Arleigh Burke (retired)
Fairfax, Va.

Issue prompts air mail

While reading the October 1989 *All Hands*, I noticed a few errors in two of the articles that I feel need to be corrected. In the story, "Just like home," you refer to PO1 Jerry Witzke as being an "aviation boatswain's mate (electrical)." The "E" in the ABE rate actually denotes "equipment" not "electrical." The ABEs operate and maintain the catapults and arresting gear used to launch and recover fixed wing aircraft. On shore duty at NALF Goliad, the ABEs would operate and maintain the E-28 emergency arresting gear, and also could be assigned to perform crash crew duties in conjunction with the ABHs.

In the article titled "On the flight deck," the captions on several of the photos are erroneous. The signal the "shooter" on Page 26 is showing is for a catapult hangfire — or failure of the catapult to fire once the fire push-button has been depressed. On Page 27, "shooters" do not guide the aircraft onto the catapult — the Cat Spotters do. These people are ABHs and wear yellow vests, helmets and jerseys. The "catapult" final checkers are in fact "aircraft" final checkers and they do not have anything to do with the catapult. They ensure that the aircraft is properly configured for flight and that all control surfaces do what they are supposed to do.

The personnel on the catwalk appear to be squadron people and are only permitted in the "port" catwalk aft of the aircraft being launched. No one is permitted in the port catwalk during recoveries.

On Pages 28 and 29, the top photo is of a catapult "Bow Safety Man" indicating that all is clear for the next shot. On Page 28 the catapult crewman is not indicating that the aircraft is locked onto the catapult, but rather he is giving the "take tension" signal to the catapult deck edge operator. On Page 29, again the "catapult" final checker is in fact an aircraft final checker — indicating to the catapult officer or "shooter" that the aircraft is OK and can be launched.

Aside from the aforementioned errors I

must say that I enjoyed the articles as I am sure my fellow ABs will.

— ABCM(AW) R.M. Sherwood
LCPO, Air Department
USS Dwight D. Eisenhower (CVN 69)

Missed ship

Your article in *All Hands* issue January 1990 entitled "Hugo vs. Puerto Rico" noted that three Navy ships came to the aid of Saint Croix residents. You missed a ship — USNS *Neosho* (T-AO 143). Our ship was very instrumental in providing water for the island of Saint Croix. We, along with a barge crew from Roosevelt Roads, provided large quantities of water to that island, not to mention the fact that we were a support ship to the other three ships. We also provided laundry support to Roosevelt Roads Naval Hospital and we pumped thousands of gallons of water during underway replenishment operations to the three ships that you mentioned and then, along with their own water, they were able to supply San Juan with drinking water. We were all very proud of our contribution and just wished that we could have done more.

— YN1 Cindy Campbell
USNS *Neosho* (T-AO 143)
Norfolk

More Great Lakes cruises

In reference to OSCS(SW) R.G. Olsen's letter (in the January 1990 *All Hands* issue) concerning the first LST to sail the Great Lakes, the first LSTs to cruise the Great Lakes were USS *Terrebonne Parish* (LST 1156) and USS *Suffolk County* (LST 1173), not USS *Fairfax County* (LST 1193). LSTs 1156 and 1173 sailed the Great Lakes in 1959 with 32 other warships in Operation *Inland Seas* to celebrate the opening of the Saint Lawrence Seaway. The ships participating in *Inland Seas* carried some 8,000 sailors, 1,500 Marines and 1,000 midshipmen. Later, USS *DeSoto County* (LST 1171) made a Great Lakes cruise in 1963 when she visited 18 ports.

— LT Mark D. Phillips
Military Editor
Surface Warfare Magazine

Tae kwon do

I enjoyed a recent article in the November 1989 issue in the "Bearings" section.

The article had to do with *tae kwon do*. I am very involved in trying to stay fit, but I did not know of any such programs like this one. I haven't heard much about *tae kwon do*, but noticed that those in the program practice around 18 hours per week. That's quite a bit of physical fitness training. I also noticed that one of the sailors in the photo had cut his hair off, or perhaps was naturally "thinning out." Is this part of the program, or is it just what the sailor wanted?

Thank you for your coverage of Navy events and information.

— LT L.L. Flowers
FPO Seattle, Wash.

♦ *Tae kwon do does not require cutting off your hair.* — ed.

Reunions

♦ **USS Quincy (CA 39) 1936-1942** — Reunion 2-6 May, Orlando, Fla. Contact Grady F. Mesimer, 1525 Mercury St., Merritt Island, Fla. 32953; telephone (407) 453-6760.

♦ **USS Aaron Ward (DD 483)** — Reunion May 9-11, Minneapolis. Contact Bob Imholt, 5936 Newton Av., S., Minneapolis, Minn. 55419; telephone (612) 922-3892.

♦ **USS Jenkins (DD/DDE 447)** — Reunion May 16-19, Austin, Minn. Contact Byron (Bob) Lewison, 206 12th Ave. S.W., Austin, Minn 55912; telephone (507) 437-3148.

♦ **MAG 61 Association** — Reunion May 17-19, Charleston, S.C. Contact MSgt. M. Roy, 1019 Venetian Pkwy., Venice, Fla. 34292; telephone (813) 488-6485.

♦ **USS Arkansas (BB 33)** — Reunion May 23-27, Houston, Texas. Contact John F. Bird, P.O. Box 1283, Port Aransas, Texas 78373; telephone (512) 749-6925.

♦ **USS Callaway (APA 35)** — Reunion 12-14 June, Washington, D.C. Contact R. L. Stambach, 4283-B Island Circle, Fort Myers, Fla. 33919-4427; telephone (813) 481-0359.

♦ **Veterans Association of USS Iowa** — Reunion June 21-24, San Diego. Contact Henry Schwartz, 921 So. High School Road, Indianapolis, Ind. 46241; telephone (317) 241-0236.



Sailors patrol the Florida coast to prevent protesters from disrupting a test launch of a *Trident II* D-5 submarine-launched ballistic missile. U.S. Navy photo.



Navy hosts pre-summit meeting • Page 4